



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY, 6 DECEMBER
2016

Time: 6.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Ian Edwards (Vice-Chairman)
Councillor Henry Higgins
Councillor John Morgan
Councillor Brian Stead
Councillor David Yarrow
Councillor Peter Curling (Labour Lead)
Councillor Janet Duncan
Councillor John Oswell

Published: Monday, 28 November 2016

Contact: Neil Fraser
Tel: 01895 250692
Email: Nfraser@hillington.gov.uk

This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=325&Year=0>

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

Useful information for residents and visitors

Watching & recording this meeting

You can watch the public (Part 1) part of this meeting on the Council's YouTube channel, live or archived after the meeting. Residents and the media are also welcome to attend in person, and if they wish, report on the public part of the meeting. Any individual or organisation may record or film proceedings as long as it does not disrupt proceedings.

Watch a **LIVE** broadcast of this meeting on the Council's YouTube Channel: *Hillingdon London*

Those attending should be aware that the Council will film and record proceedings for both official record and resident digital engagement in democracy.



It is recommended to give advance notice of filming to ensure any particular requirements can be met. The Council will provide seating areas for residents/public, high speed WiFi access to all attending and an area for the media to report. The officer shown on the front of this agenda should be contacted for further information and will be available to assist.

When present in the room, silent mode should be enabled for all mobile devices.

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short way away. Limited parking is available at the Civic Centre. For details on availability and how to book parking space, please contact Democratic Service. Please enter from the Council's main reception where you will be directed to the Committee Room.

Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm EXIT and assemble on the Civic Centre forecourt. Fire Marshal or Security Officer. In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



A useful guide for those attending Planning Committee meetings

Security and Safety information

Fire Alarm - If there is a FIRE in the building the fire alarm will sound continuously. If there is a SECURITY INCIDENT follow the instructions issued via the tannoy, a Fire Marshall or a Security Officer.

Mobile telephones - Please switch off any mobile telephones before the meeting.

Petitions and Councillors

Petitions - Those who have organised a petition of 20 or more people who live, work or study in the borough, can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

Ward Councillors - There is a right for local councillors to speak at Planning Committees about applications in their Ward.

Committee Members - The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

How the Committee meeting works

The Planning Committees consider the most complex and controversial proposals for development or enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;

4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 6
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. The name of the local ward area is also given in addition to the address of the premises or land concerned.

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	The Old Vinyl Factory - 59872/APP/2016/3571	Botwell	Installation of public art (25m x 50m) for a temporary period of 18 months on the east facing wall of the Cabinet Building. Recommendation: Approval	7 - 16 149 - 154
7	Music Box, TOVF - 59872/APP/2016/1930	Botwell	Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formerly the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014. Recommendation: Approval	17 - 36 155 - 180

8	Ruislip Bowls Club, Manor Farm- 45220/APP/2016/3857	Eastcote & East Ruislip	Proposed demolition of 2 no. sheds, single storey extension to existing pavilion, erection of detached building for storage / locker room use and associated external works. Recommendation: Approval	37 - 50 181 - 189
9	Former Contractors Compound, Heathrow - 67622/APP/2016/3198	Heathrow Villages	Reserved Matters (Appearance, Landscaping, Layout, Scale, and Access) in compliance with condition 2 of application 67622/APP/2015/1851 (Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for 'Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000 sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail'. Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors). Recommendation: Approval	51 - 68 190 - 207
10	Bridge House- 40050/APP/2016/852	Uxbridge South	Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3) Recommendation: Approval + Sec 106	69 - 124 208 - 239

11	Stockley Park Phase 3, Iron Bridge Road - 37977/APP/2016/2263	Yiewsley	Land formation, landscaping, fencing and provision of ancillary footpaths and bridleways together with ancillary works to the offsite land parcels associated with the approved development at Phase 3 Stockley Park (Planning permission ref. 37977/APP/2015/1004 dated 14/12/2014). Recommendation: Approval	125 - 148 240 - 254
----	--	----------	--	----------------------------

PART I - Plans for Major Applications Planning Committee 149 - 254

Agenda Item 3

Minutes



HILLINGDON
LONDON

MAJOR Applications Planning Committee

16 November 2016

Meeting held at Committee Room 5 - Civic Centre, High Street, Uxbridge UB8 1UW

	<p>Committee Members Present: Councillors Ian Edwards (Vice-Chairman), Henry Higgins, John Morgan, Brian Stead, David Yarrow, Peter Curling (Labour Lead), Janet Duncan and John Oswell</p> <p>LBH Officers Present: Nicole Cameron (Legal Advisor), Manmohan Ranger (Transport Consultant), James Rodger (Head of Planning and Enforcement), Neil Fraser (Democratic Services Officer), Luke Taylor (Democratic Services Officer), Neil McClellan (Major Applications Team Leader) and Roisin Hogan (Planning Lawyer)</p>
84.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>None.</p>
85.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>
86.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>Resolved - That the minutes of the meetings held on 24 August, 13 September and 4 October 2016 be agreed as an accurate record.</p>
87.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
88.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all of the items on the agenda would be heard in public.</p>
89.	<p>WATERLOO WHARF, WATERLOO ROAD, UXBRIDGE - 43016/APP/2016/1975 (<i>Agenda Item 6</i>)</p> <p>Erection of 47 flats in two blocks, with associated parking, new access, amenity space and landscaping, involving demolition of existing warehouse, offices and 80 Rockingham Road.</p>

(Councillor Morgan arrived at 18.10. As Councillor Morgan was not present for the entirety for the item, he did not take part in any discussion, and did not vote on the item)

Officers introduced the report and highlighted the addendum which clarified the unit mix of the proposed affordable housing. The proposal was considered to have addressed the previous reasons for refusal with regard to design, form, height and scale.

It was confirmed that the proposed buildings had been positioned away from neighbouring properties and that officers were satisfied that their height and bulk would not result in overbearing on the surrounding area, or detract from the amenities of adjoining occupiers, by reason of loss of light, privacy or outlook. The Council's Highways Engineer was satisfied with the parking arrangements, along with the improvements to the access. The revised proposal included 0.83 parking spaces per unit. Officers recommended that the application be approved, subject to conditions including noise mitigation.

A petition objecting to the application was received, but the petitioner was not present to speak.

The Agent for the applicant addressed the Committee, informing them that the applicant was expanding their business and was due to sign a lease for a larger business unit that would enable greater employment opportunities, and the approval of this application would support this. The application was in support of the Local and London Plan policy for the release of surplus industrial land for housing, and as the Borough currently had an oversupply of employment land and an undersupply of housing land, the proposal for redevelopment of the land for residential use was therefore justified and policy compliant.

The Committee was informed that the applicant had worked closely and extensively alongside officers including planning, conservation, highways and environmental protection, as well as the Canal and Rivers Trust, and that no objections had been received from officers or consultees.

The Agent asserted that the scheme reflected the local character of the area and was respectful of the area's setting. Concerns over height, scale and mass had been addressed, with the proposal significantly reduced in both mass and density, to reflect the scale of the buildings opposite. A glazed section had been introduced to visually split the buildings along the canal. The proposal would not harm heritage assets, including the nearby Grade 2 listed building, and would conserve and refurbish the World War 2 era pillbox and 19th century walls and railings along Dolphin Bridge.

The canalside environment would be enhanced through a landscaping scheme to be agreed with the Council's Landscaping officer, Conservation officer, and the Canal and Rivers Trust, which would provide public access and significant visual improvements to this part of the Grand Union Canal.

A scheme of noise mitigation works had been agreed with officers and was supported by the environmental protection unit and the Canal and Rivers Trust. These measures would ensure that the future operation of the Uxbridge Boatyard would not be affected by the development of housing on the site.

The Agent asserted that no objections had been received from the Council's Flooding and Drainage officer or Highways officer, and the parking ratio of 0.83 was supported

	<p>by the Highways officer and had been accepted by the Council on other schemes. The applicant was committed to planning obligation contributions towards affordable housing, construction training, noise attenuation and canalside improvements, through the S106 agreement.</p> <p>Members expressed their views that while the reduced scale of the proposal was improved over previous applications, concerns relating to design and appearance, parking ratios, and noise, remained. Members were concerned that the materials to be used in the construction, and the angular design of the proposed residential buildings, were not in keeping with the existing aesthetic of the area. In addition, the proposed site was in an area of high parking stress, and members were unconvinced that the parking ratio of 0.83 per unit, and the noise mitigation measures suggested, would prove sufficient to allay their concerns. For these reasons, it was moved that the application be refused. This proposal was seconded, and unanimously agreed.</p> <p>Resolved - That the application was refused.</p>
90.	<p>THE OLD VINYL FACTORY, BLYTH ROAD, HAYES - 59872/APP/2016/1930 (Agenda Item 7)</p> <p>Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formerly the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014.</p> <p>Officers introduced the report and confirmed that this application had previously been presented to the Major Applications Planning Committee on the 24 August 2016. The resolution of the Committee at that time was to approve the application, delegated to the Head of Planning and Enforcement, subject to an agreement between the Committee Chairman and Opposition Lead of an appropriate image for the proposed building's external cladding. However, as it had not been possible to agree an appropriate image, the application was again presented to the Major Applications Planning Committee with an image to consider.</p> <p>Members understood that the proposed image was evocative of the 1960s, chosen to display the musical heritage of the site. However, concerns were raised that the newly proposed image was not representative of the ethnic diversity of Hayes, and it was felt that any such image should speak to the community as a whole. It was also felt that the image lacked the necessary context for such a prominent display. It was proposed that the application be deferred so that the image could be reviewed once again. This was seconded, and unanimously agreed.</p> <p>Resolved - That the application was deferred.</p>
91.	<p>1 NOBEL DRIVE, HARLINGTON - 46214/APP/2016/2397 (Agenda Item 8)</p> <p>Variation of condition 2 (Approved Plans) of planning permission ref. 46214/APP/2014/2827 dated 28-08-2015: Conversion and extension of existing office building to form a 200 bedroom hotel with banqueting suite, conference facilities, and rooftop restaurant, including a seven-storey extension to rear, a three storey addition at roof level, and single-storey side extension, together with the creation of a new vehicle access, and alterations to car parking and landscaping.</p>

	<p>Officers introduced the report and highlighted the addendum, confirming that the proposal was for a variance of an existing planning permission to provide 44 additional rooms (24 rooms total) together with 19 additional car parking spaces (100 total). The footprint of the building would be reduced to accommodate the additional parking spaces, and the first floor layout had been rationalised by replacing the proposed meeting rooms and gym with bedrooms. The floorspace for banqueting would be marginally increased, and the height of the building was proposed to be raised by 1.2m from 23m.</p> <p>Members were in support of the proposals, and it was moved that the application be approved. This was seconded, and unanimously agreed.</p> <p>Resolved - That the application was approved.</p>
92.	<p>THE STRAIGHT, SOUTHALL GAS WORKS SITE, HAYES-BY-PASS, HAYES - 54814/APP/2016/3398 (<i>Agenda Item 9</i>)</p> <p>Officers introduced the report and the Committee proposed the officer's recommendation; it was seconded and unanimously agreed when put to a vote.</p> <p>Resolved - That the application was approved.</p>
93.	<p>THE STRAIGHT, SOUTHALL GAS WORKS SITE, HAYES-BY-PASS, HAYES - 54814/APP/2016/3399 (<i>Agenda Item 10</i>)</p> <p>Officers introduced the report and the Committee proposed the officer's recommendation; it was seconded and unanimously agreed when put to a vote.</p> <p>Resolved - That the application was approved.</p>
94.	<p>BRIDGE HOUSE, DENBRIDGE IND. ESTATE, OXFORD ROAD, UXBRIDGE - 40050/APP/2016/852 (<i>Agenda Item 11</i>)</p> <p>Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3)</p> <p>Officers introduced the report and highlighted the addendum.</p> <p>Members expressed the view that the application was much improved in comparison to earlier proposals, but that concerns remained regarding the height of the fences on the rooftop garden, and the impact on traffic and congestion within the area.</p> <p>Officers confirmed that a video survey of vehicles entering and exiting the site had been requested. As a result, the applicant had proposed 129 extra car parking spaces. However, the survey had shown a demand for 345 spaces, not inclusive of 57 unoccupied parking spaces. Officers had therefore requested additional modelling surveys.</p> <p>Any conditions to mitigate impact on traffic congestion as a result of these surveys would be agreed once the results of the modelling were available. Conditions within the S106 agreement would be required to ensure that any mitigating works would be</p>

	<p>completed and paid for by the applicant, prior to the site development.</p> <p>Examples of potential mitigating works were outlined, and included:</p> <ol style="list-style-type: none"> 1. Utilising space reserved for the currently unused fifth lane of the Oxford Road / Sanderson Road junction; 2. Linking of signalling outside the shops in Denham to the signalling in Oxford Road; 3. Opening additional routes between Harefield Road and the Oxford Road roundabout; 4. The creation of a Transport Fund for unforeseen traffic impacts. <p>The Committee was informed that the existing agreement had apportioned £150k for highways works, and £150k for improvements to the public realm. It was suggested that these figures could be combined, to allow greater flexibility in how the total value was utilised. Members considered the suggestion but felt that the £150k value for public realm improvements was important and should be retained, and the issue of traffic was a separate matter that should be addressed as such. Members were unconvinced that the £150K set aside for modelling and highways works would prove sufficient to carry out the necessary work.</p> <p>It was proposed that the application be deferred until the results of extensive modelling work, and the details of the resultant traffic management agreement, could be brought before the Committee. This was seconded, and unanimously agreed.</p> <p>Resolved - That the application was deferred.</p>
95.	<p>FASSNIDGE BOWLS CLUB, ROCKINGHAM PARADE, UXBRIDGE - 44771/APP/2016/3585 (<i>Agenda Item 12</i>)</p> <p>Officers introduced the report and the Committee proposed the officer's recommendation; it was seconded and unanimously agreed when put to a vote.</p> <p>Resolved - That the application was approved.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 7.22 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Luke Taylor on 01825 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Installation of public art (25m x 50m) for a temporary period of 18 months on the east facing wall of the Cabinet Building.

LBH Ref Nos: 59872/APP/2016/3571

Drawing Nos: 0157_P_2001
0157_P_2200 (2)
0157_P_2000[10]
12606_02 The Cabinet Building Cover Letter
CABINET BUILDING WRAP PROPOSAL SEPTEMBER 2016

Date Plans Received: 23/09/2016 **Date(s) of Amendment(s):**

Date Application Valid: 29/09/2016

1. **SUMMARY**

This application is for a temporary consent of 18 months for a 50m x 25m banner wrap around the eastern elevation of the Cabinet Building, which is located centrally within The Old Vinyl Factory development site. The proposed artwork is an enlarged photograph of historical pop culture showing fans at a Beatles concert. This wrap is intended to improve the external appearance of the Cabinet Building prior to any renovation works at the site taking place.

The impact of the temporary wrap on the character and appearance of the building and locality, including the Conservation Area, is considered to be acceptable and as such the application is deemed to accord with policies BE4 and B13 of the Hillingdon Local Plan (November 2012), the London Plan (March 2016) and the National Planning Policy Framework, and is therefore recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 B17 **Temporary Permissions**

The development hereby permitted shall be removed within 18 months of the date of this consent.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

2 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

0157_P_2000

0157_P_2001

0157_P_2200; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

CABINET BUILDING WRAP PROPOSAL - SEPTEMBER 2016

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 ADV2 Non-illumination (Signs)

The public art/signage hereby permitted shall not be illuminated.

REASON

In order to protect the visual amenity of the area and/or highway safety in accordance with Policy BE27 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE25	Modernisation and improvement of industrial and business areas
BE27	Advertisements requiring express consent - size, design and location
BE29	Advertisement displays on business premises
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE4	New development within or on the fringes of conservation areas
LE2	Development in designated Industrial and Business Areas
LPP 4.4	(2016) Managing Industrial Land and Premises

LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF12	NPPF - Conserving & enhancing the historic environment

3. CONSIDERATIONS

3.1 Site and Locality

The whole of The Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The Cabinet building relative to this application is located centrally within the wider site, to the north of the existing Shipping Building and Record Store. The wider site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

The existing building is in a derelict condition arising from long term vacancy. The building was originally used to build the housings for the gramophones of the former Thorn EMI factory.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan (November 2012) and a Strategic Industrial Location (SIL) as designated within the London Plan (March 2016).

3.2 Proposed Scheme

The Cabinet Building is currently awaiting renovation. This application is for temporary signage in the form of a 'wrap' to be in place for a period of 18 months to improve the external appearance of the Cabinet Building prior to any renovation works at the site taking place.

The proposed signage comprises a banner wrap around the eastern elevation of the Cabinet Building. The proposed artwork is an enlarged photograph of historical pop culture showing fans at a Beatles concert. In support of the application the applicant has provided the following explanation for the image selected:

'EMI were the record label representing the Beatles from the 1960's. The Beatles form a huge part of British pop music which saw the growth of The Old Vinyl Factory to

accommodate the increased demand for vinyl records. The proposed artwork has been chosen to reflect the history of the site as the former EMI global manufacturing base for vinyl record production.'

The proposed signage as a whole extends to a maximum width of approximately 50m across the East elevation of the Cabinet Building. The overall height of the proposed artwork extends to approximately 25m. The proposed material for the artwork consists of breathable PVC mesh.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838.

Application reference 59872/APP/2013/3640 granted permission for a non-material amendment to the scheme, due to the proposed revised phasing of the site, and some revisions to documents. This resulted in changes to the wording of conditions 6, 18, 27, and 32 of the original planning permission.

Application reference 59872/APP/2013/3775 granted a variation of the original outline permission to allow variations to phasing of the approved development.

The Cabinet Building itself has an extant permission to be refurbished for office space under planning application reference 51588/APP/2000/1827.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

BE10 Proposals detrimental to the setting of a listed building
BE13 New development must harmonise with the existing street scene.
BE15 Alterations and extensions to existing buildings
BE25 Modernisation and improvement of industrial and business areas
BE27 Advertisements requiring express consent - size, design and location
BE29 Advertisement displays on business premises
BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE4 New development within or on the fringes of conservation areas
LE2 Development in designated Industrial and Business Areas

LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF12	NPPF - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **9th November 2016**
- 5.2** Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site notices were posted at the site and an advertisement was posted in the local press on the 19th of October 2016. In addition circa 110 adjacent residents and occupiers were consulted. No objections or comments have been received.

HAYES CONSERVATION AREA ADVISORY PANEL

We have no objection to this temporary installation provided it is removed at the end of the 18 month period.

Internal Consultees

DESIGN AND CONSERVATION OFFICER

This is a prominent building located between two Locally Listed Buildings within the Botwell Thorn EMI Conservation Area. The site is currently undergoing redevelopment, the wrap will screen the eastern side of the building, which is yet to undergo refurbishment. No objection in principle as the wrap will hide the existing unsightly facade, which is in poor condition. However, we would be keen to encourage the building's owners to commence repair and refurbishment work before the expiry of the 18 months period requested. If recommended for approval, a condition should be included requiring the wrap to be removed and the building facade to be made good on the expiry of the agreed time period.

Case Officer's comments:

Paragraph 206 of the National Planning Policy Framework states "Planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects."

Whilst it would be preferable to see the building facade renovated, it is not considered that this work is necessary or reasonable in relation to the current application for consent for a temporary building wrap.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

There is no objection in principle to the proposed public artwork to improve the character of the existing building, adjacent listed buildings and the Conservation Area.

7.02 Density of the proposed development

Not applicable to this application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The Council's Design and Conservation Officer has commented that 'This is a prominent building located between two Locally Listed Buildings within the Botwell Thorn EMI Conservation Area. The site is currently undergoing redevelopment, the wrap will screen the eastern side of the building, which is yet to undergo refurbishment. No objection in principle as the wrap will hide the existing unsightly facade, which is in poor condition.'

The proposed temporary wrap is therefore considered to improve the appearance of the Conservation Area, as well as the setting of the adjacent locally listed buildings.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The Cabinet Building is located within the wider The Old Vinyl Factory site and therefore the proposed wrap would mainly be screened from outside the site by the large existing Record Store, UTC and Powerhouse buildings. As stated above the Council's Design and Conservation Officer has raised no objection as the wrap will hide the existing unsightly facade, which is in poor condition. The proposed image relates directly to history of the site and is therefore deemed appropriate in this setting.

The proposed temporary wrap is therefore considered to improve the character and appearance of the area prior to the renovation of the building.

7.08 Impact on neighbours

Not applicable to this application.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not applicable to this application.

7.11 Urban design, access and security

Not applicable to this application.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None

10. CONCLUSION

This application is for temporary consent of 18 months for a 50m x 25m banner wrap around the eastern elevation of the Cabinet Building, which is located centrally within The Old Vinyl Factory development site. The proposed artwork is an enlarged photograph of historical pop culture showing fans at a Beatles concert. This wrap is intended to improve the external appearance of the Cabinet Building prior to any renovation works at the site taking place.

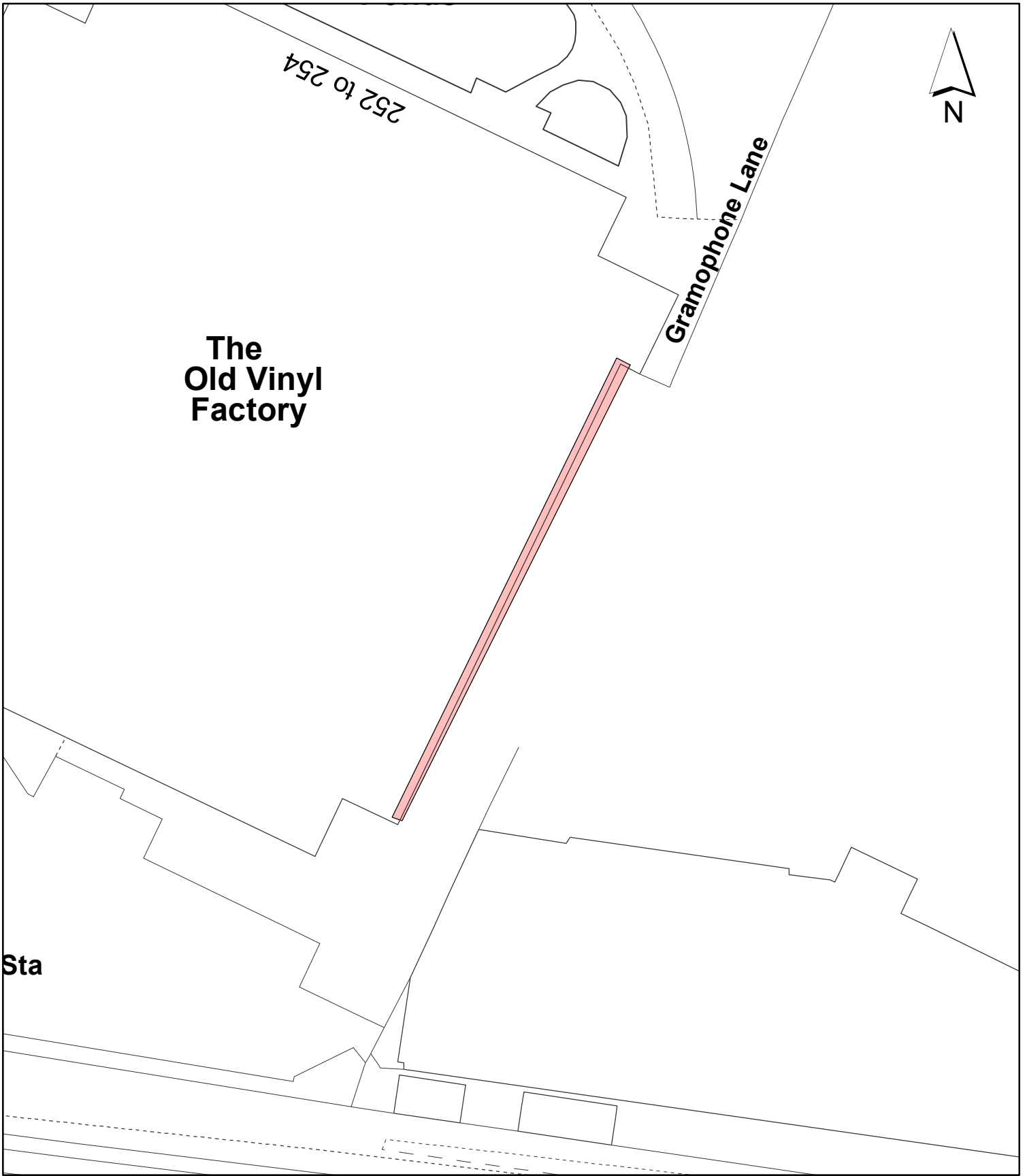
The impact of the temporary wrap on the character and appearance of the building and locality, including the Conservation Area, is considered to be acceptable and as such the application is considered to accord with policies BE4 and B13 of the Hillingdon Local Plan (November 2012), the London Plan (March 2016) and the National Planning Policy Framework and is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**The Old Vinyl Factory
 Blyth Road Hayes**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

59872/APP/2016/3571

Scale:

1:500

Planning Committee:

North Page 16

Date:

December 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formerly the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014.

LBH Ref Nos: 59872/APP/2016/1930

Drawing Nos: BPL 506_T1 Deck level 2
BPL 507_T1 Deck levels 3, 4 & 5
BPL 508_T1 Deck level 6
5344 TOVF Car Park Design Statement Rev E (2)
5344-PL-07 Section Through Cladding rev E
5344-PL-08 Context Elevations
12606_10 Revised Reserved Matters Cover Letter
0245_SEW_RST_7000
0245_SEW_RST_7100
0245_SEW_RST_7101
0245_SEW_RST_7102
0245_SEW_RST_7103
0245_SEW_RST_7104
0245_SEW_RST_7105
0245_SEW_RST_2200
0245_SEW_RST_2201
0245_SEW_RST_2202
0245_SEW_Issue_Sheet_Planning
5344-PL-06 Elevations Sheet 2 of 2 rev C
BPL 501_T1 Section AA
BPL 502_T1 Section BB
BPL 503_T1 Section CC
BPL 510_T1 Elevations stair 1
BPL 511_T1 Elevations stair 2
BPL 504_T1 GF layout
BPL 505_T1 Deck level 1
5344-PL-05 Elevations Sheet 1 of 2 rev F

Date Plans Received: 20/05/2016 **Date(s) of Amendment(s):** 11/08/2016
Date Application Valid: 24/05/2016 20/05/2016

DEFERRED ON 16th November 2016 FOR FURTHER INFORMATION .

This application has previously been presented to the Major Applications Planning Committee on the 24th August 2016 and the 16th of November 2016. The resolution of the Committee on the 24th of August 2016 was to approve the application, delegated to the Head of Planning and Enforcement and subject to an agreement between the Committee Chairman and Opposition Lead of an appropriate image for the proposed building's external cladding. However it was not possible to agree an appropriate image and as such the application was again presented to Major Applications Planning Committee with a proposed amended image on the 16th of November 2016. Members were asked to consider whether the proposed amended image was

acceptable, however Members decided that it was not and the application was deferred for a new image to be proposed.

The Applicant has requested that Planning Committee consider the granting of consent for the application with the addition of a condition requiring that a suitable image to be agreed in writing with the Local Planning Authority (which would be referred to committee for approval) prior to use of the building. This would enable the Applicant to enter into contractual arrangements and begin work on construction of the development whilst an appropriate image is sourced and submitted for consideration. This would prevent a scenario where delays in the carpark building cause the site delays, as the carpark is required before various employment related phases of the development can be started. The suggested wording of the condition is:

"Notwithstanding the details shown on approved drawing 5344-PL-05 rev I and 5344-PL-06 rev H, prior to the perforated metal panels being installed on site an image for the metal panels shall be submitted to and agreed in writing with the Local Planning Authority. The approved design shall then be implemented in accordance with the approved details prior to first use of the car park.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies BE4 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)".

The application is therefore recommended for approval subject to the attachment of the above and originally proposed conditions.

1. SUMMARY

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 of planning permission reference 59872/APP/2013/3775 for Phase 5 of The Old Vinyl Factory Masterplan: The Music Box (previously known as the Record Stack).

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The original outline consent proposed a multi storey car park within a circular building in this location. The current proposal is now for a rectangular building as the applicant has stated:

'The design as approved for a circular car park with continuous curved ramp was found to be unviable at technical design stage.'

The proposed development has been designed in accordance with the approved parameter plans for the site and despite the change to the form of the proposal from that permitted at outline stage, the design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area.

The overall development is in accordance with the outline consent. Therefore, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

0245_SEW_RST_7000
0245_SEW_RST_7100
0245_SEW_RST_7101
0245_SEW_RST_7102
0245_SEW_RST_7103
0245_SEW_RST_7104
0245_SEW_RST_7105
0245_SEW_RST_2200
0245_SEW_RST_2201
0245_SEW_RST_2202
5344-PL-05 Rev H Elevations Sheet 1 of 2
5344-PL-06 Rev G Elevations Sheet 2 of 2
BPL 501_T1 Section AA
BPL 502_T1 Section BB
BPL 503_T1 Section CC
BPL 510_T1 Elevations stair 1
BPL 504_T1 GF layout
BPL 505_T1 Deck level 1
BPL 511_T1 Elevations stair 2
BPL 506_T1 Deck level 2
BPL 507_T1 Deck levels 3, 4 & 5
BPL 508_T1 Deck level 6
5344-PL-07 Rev B Section Through Cladding
5344-PL-08 Context Elevations
1615-181-100 Rev A
0245_SEW_RST_7100 Rev 01; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

2 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

5344 TOVF Car Park Design Statement Rev E
1615/181/MT/mt Parking Note
0245_SEW_RST_9001 Specification of Planting and Soft Works

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that the development complies with the objectives of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 NONSC Proposed Image

Notwithstanding the details shown on approved drawing 5344-PL-05 rev I and 5344-PL-06 rev H, prior to the perforated metal panels being installed on site an image for the metal panels shall be submitted to and agreed in writing with the Local Planning Authority. The

approved design shall then be implemented in accordance with the approved details prior to first use of the car park.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies BE4 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.

BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation

LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R7	Provision of facilities which support arts, cultural and entertainment activities

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 160 Cranes

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policysafeguarding.htm>)

5

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The whole of The Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The Reserved Matters application site (The Music Box - previously known as the Record Stack) has an area of approximately 0.9 hectares and is located to the west within the wider site, directly to the south of The Veneer Store and The Veneer Building. The wider site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey former office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

The wider site excludes the three largest employment buildings located to the south of the site, The Shipping Building, The Cabinet Building and The Record Store. This is because the refurbishment of these buildings has already been approved in earlier permissions.

Many of the existing buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state. The public realm is dominated by a large extent of tarmac surfacing providing for surface car parking.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan (November 2012) and a Strategic Industrial Location (SIL) as designated within the London Plan.

3.2 Proposed Scheme

In accordance with the outline planning consent, the building will be used as a multi-storey car park with a commercial element provided at ground floor level to provide an active frontage. The proposed building would be 7 staggered storeys in height, with the suspended floors arranged at half-storey height to suit the split level design. The full height of the building is 54.620m AOD to the top of the lift overrun, while the main cladding rises to 51.23m AOD. This equates to a height of 22.6m above ground level to the top of the lift overrun. The overall height is within the approved maximum height parameter.

The car park is served by 2 pedestrian staircase cores with enclosed lobbies, one on each side of the building. The core on the north east elevation includes a lift. The building will be clad in perforated panels that will make use of different sized punched holes to depict an enlarged and stylised photograph of historical pop culture. The image will feature on the whole of the south east elevation, and return down both sides of the building as far as the stair cores. The remainder of the elevations will comprise plain (non-image) perforated panels, with the word VINYL picked out on the west corner in reference to the wider development.

Vehicular entrance and egress is located at the North corner of the building, ensuring minimal impact upon the street and highways design of the wider development. Pedestrian access/egress at ground level is via either the lobbies or shared access alongside the vehicular entry/exit. Disabled parking is located on the lower floors adjacent to the circulation core containing the lift and in the surrounding surface car parking. Internal circulation follows a rational arrangement designed by the car park specialists at Bourne Parking. The layout of the building has been aligned with the geometry of the Veneer Store and Veneer Building.

Each parking floor has an area of approximately 1,585m² to the inside of the main structure including circulation cores. The gross internal floor area for the whole building is 11,094m². A commercial unit is proposed to the east of the main car park. The gross internal area of the commercial unit is 118m².

- Parking numbers

Within the Music Box multi-storey car park:

Standard/brown badge spaces: 412 including 95 electric vehicle charging

Accessible: 12

Total: 424 within car park

Surface spaces outside of MSCP:

Standard spaces: 28

Accessible: 20

Motorcycle: 24

Total: 49 surface car parking spaces

Total parking in this development phase is 473 car parking spaces and 24 motorcycle parking spaces.

The proposed commercial unit is approximately 118 sqm, and would initially be used as the site/sales office (Class B1), eventually being transformed into a retail unit of (Class A1). The open plan layout provides an adaptable space, suited for changing the use.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838.

Application reference 59872/APP/2013/3640 granted permission for a non-material amendment to the scheme, due to the proposed revised phasing of the site, and some revisions to documents. This resulted in changes to the wording of conditions 6, 18, 27, and 32 of the original planning permission.

Application reference 59872/APP/2013/3775 granted a variation of the original outline permission to allow variations to phasing of the approved development.

Application reference 59872/APP/2016/1931 granted a Non-material Amendment to planning permission ref: 59872/APP/2013/3775 to amend the approved parameter plans in connection with the Music Box development.

This reserved matters application is therefore submitted as Phase 5 of the revised application, as allowed as per application reference 59872/APP/2013/3775.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (March 2016)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E6	(2012) Small and Medium-Sized Enterprises (SME)
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway

- improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE25 Modernisation and improvement of industrial and business areas
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE4 New development within or on the fringes of conservation areas
- LPP 2.13 (2016) Opportunity Areas and Intensification Areas
- LPP 2.17 (2016) Strategic Industrial Locations
- LPP 2.6 (2016) Outer London: vision and strategy
- LPP 2.7 (2016) Outer London: Economy
- LPP 2.8 (2016) Outer London: Transport
- LPP 3.1 (2016) Ensuring equal life chances for all
- LPP 3.9 (2016) Mixed and Balanced Communities
- LPP 4.1 (2016) Developing London's economy
- LPP 4.2 (2016) Offices
- LPP 4.3 (2016) Mixed use development and offices
- LPP 4.4 (2016) Managing Industrial Land and Premises
- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.10 (2016) Urban Greening
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.15 (2016) Water use and supplies
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2016) Contaminated land
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.6 (2016) Decentralised Energy in Development Proposals
- LPP 5.7 (2016) Renewable energy
- LPP 5.8 (2016) Innovative energy technologies
- LPP 6.1 (2016) Strategic Approach

- LPP 6.10 (2016) Walking
- LPP 6.13 (2016) Parking
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.7 (2016) Better Streets and Surface Transport
- LPP 6.9 (2016) Cycling
- LPP 7.1 (2016) Lifetime Neighbourhoods
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 7.7 (2016) Location and design of tall and large buildings
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 7.9 (2016) Heritage-led regeneration
- LPP 8.1 (2016) Implementation
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- R7 Provision of facilities which support arts, cultural and entertainment activities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th July 2016**

5.2 Site Notice Expiry Date:- Not applicable

29th June 2016

6. Consultations

External Consultees

Consultation letters were sent to circa 145 local owner/occupiers, the Hayes Conservation Area Advisory Panel and the Hayes Town Centre Residents Association on 07/06/2016. The application was also advertised by way of site and press notices. No responses have been received other than from the Hayes Conservation Area Advisory Panel.

HAYES CONSERVATION AREA ADVISORY PANEL

We are dismayed that the complete redesign of this building is being treated as 'reserved matters' and not as a new planning application. The Record Stack building, approved in outline as part of the original proposals put forward for this site, had a quirky charm that was in complete contrast to the monolithic blocks proposed for the remainder of the new buildings on the site. The present application proposes to replace it with the Music Box, yet another ugly rectangular block that appears to have a larger footprint than the Record Stack. We do not consider the new proposal acceptable as it makes no positive contribution to the overall look and feel of this Conservation Area site. The proposed cladding adds insult to injury as it does nothing to soften the appearance of the building. We do not consider this an appropriate proposal and hope that it will be refused permission.

HEATHROW AIRPORT LIMITED (HAL)

We have now assessed the proposed Appearance and Landscaping for the above application against safeguarding criteria, and I can now recommend that these conditions are discharged from a Heathrow Airport Ltd point of view. However, we would like to make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policysafeguarding.htm>)

METROPOLITAN POLICE

I do not have any objections to this. I have seen the detail and it doesn't affect the Secure by Design advice.

Internal Consultees

CONSERVATION AND DESIGN OFFICER

These proposals have been subject to pre-application discussion. Whilst the loss of the original circular record stack design concept is regretted, the current proposal retains the spirit of the design and would be appropriate within the context of the site. It is noted that the previously agreed high quality materials are taken thorough with regards to the hard landscaping for this part of the site, although ideally, more soft landscaping should be included at the base of the building. Other than this, no objection.

S106 OFFICER

No comments or objections.

SUSTAINABILITY OFFICER

No objection

ENVIRONMENTAL PROTECTION UNIT (EPU)
EPU have no adverse comments on this proposal.

HIGHWAYS

There is no objection to this application from the highways viewpoint.

LANDSCAPE ARCHITECT

I confirm that drawing Nos 0245_RST_SEW_7000, 7101-7105 and 0245_SEW_RST_2200-2202 are acceptable. However, there is no supporting documentation in the form of Landscape Specification and Landscape Management/Maintenance Specifications (as required by the reserved matters/conditions). These are required to ensure that best practice is followed to secure the appropriate preparation, planting and subsequent establishment of the soft landscape.

Case Officers comments:

These documents have subsequently been submitted and the Council's Landscape Architect has confirmed their acceptability.

FLOOD AND WATER MANAGEMENT OFFICER

This information complies with the overall strategy discharge rates.

It is appreciated the drawings have been updated to show the permeable paving to the south of the site and provide equivalent savings where the permeable paving could not be implemented where originally intended.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

As stated in the assessment of the original outline application, the site was largely vacant, with the exception of part of the Shipping Building which was refurbished following the granting of planning permission in 2001. The applicant has provided a detailed and confidential review of the measures taken to market the immediately available Shipping Building and the Cabinet Building, with both offers struggling to attract tenants. The report concludes that including a mixed use residential, retail and leisure offerings alongside the employment land within the scheme would improve the attractiveness of the commercial offer to potential B1 occupiers.

The proposed development was approved within this area of the site as part of the outline consent for the redevelopment of the wider site. Approved as part of the outline consent was a set of parameter plans, which included the parameters within which the buildings should be located. These plans were amended under application reference 59872/APP/2016/1931. The proposed building is in accordance with the approved parameter plans in terms of height and footprint and as such, the use and scale of the building would be in accordance with the approved parameter plans which established the principle of the development as acceptable.

The principle of the development has already been approved at outline stage and is considered acceptable and appropriate. The change to the form of the building falls under appearance and is a reserved matter under consideration as part of this application.

7.02 Density of the proposed development

The application seeks reserved matters approval relating to appearance and landscaping for a car park and commercial unit. Density is not therefore deemed to be a relevant consideration.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The impact on the heritage of the borough was considered as part of the originally

approved outline application, and was considered acceptable, subject to conditions. The proposed building is not considered to impact on this previous assessment.

7.04 Airport safeguarding

The proposed development is within the height parameters approved. NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. Advice regarding the use of Cranes will be added as an informative to any approval of the application.

As such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

The site is not located within the Green Belt, so there are no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

The original outline application for the wider TOVF site proposed a circular car park in this location. However the consideration of appearance and layout for the proposed building were reserved and are now being put forward for consideration by the applicant as part of this reserved matters consent. The approved parameters plans for the site have been amended under a non-material amendment application reference 59872/APP/2016/1931. The changes to the parameter plans results in the proposed rectangular car park now falling within the set parameters for the site, however application reference 59872/APP/2016/1931 did not permit the principle of a rectangular building over a circular building in this location, it is the purpose of the current reserved matters application for appearance and landscaping to consider the acceptability of such a scheme.

The applicant has stated within the supporting information submitted with the proposals that;

'The design as approved for a circular car park with continuous curved ramp was found to be unviable at technical design stage.'

As such they have amended the proposed building to a more standard rectangular form. Whilst the change from a circular to a rectangular building would make the proposal less unique as a built form, it is the purpose of this application to determine whether the proposed building is deemed an acceptable form of development.

The Council's Conservation and Design Officer has reviewed the details submitted with the application and has been party to pre-application discussions. They acknowledge that whilst the loss of the original circular record stack design concept is regretted from a design perspective, the current proposal 'retains the spirit of the design and would be appropriate within the context of the site. It is noted that the previously agreed high quality materials are taken thorough with regards to the hard landscaping for this part of the site.'

As such they raise no objection to the proposed design of the building.

The building will be clad in perforated panels that will make use of different sized punched holes to depict an enlarged and stylised photograph of historical pop culture. The image will feature on the whole of the south east elevation, and return down both sides of the building as far as the stair cores. The remainder of the elevations will comprise plain (non-image) perforated panels, with the word VINYL picked out on the west corner in reference to the wider development.

7.08 Impact on neighbours

The building proposed is located within the wider TOVF site. It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application. Matters considered include the construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles considered at the outline stage which were considered acceptable on balance.

As such, the scheme is considered to be acceptable. The scheme accords with the UDP policies and design guidance which seek to protect the amenity of neighbours.

7.09 Living conditions for future occupiers

The application is not for residential accommodation; accordingly this consideration is not relevant.

The scheme will accord with relevant health and safety and disabled access requirements.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is proposed that within the Music Box multi-storey car park there will be 412 car parking spaces, including 95 electric vehicle charging spaces and 12 accessible spaces. External to the building 28 standard spaces are proposed, with 20 accessible spaces and 24 motorcycle spaces.

The Council's Highways Engineer has reviewed the proposal, including the layout of the building and the quantum of parking proposed and has raised no objection to the proposal.

7.11 Urban design, access and security

Details of security measures, including CCTV are required by Condition 26 attached to the outline consent.

7.12 Disabled access

The Council's Access Officer was consulted as part of the application process and has raised no objection to the proposals.

7.13 Provision of affordable & special needs housing

The application is not for residential accommodation, accordingly this consideration is not relevant.

7.14 Trees, landscaping and Ecology

The Council's Landscape Architect has reviewed the proposals and following the submission of further information in the form of Landscape Specification and Landscape Management/Maintenance Specification has raised no objections to the proposals.

7.15 Sustainable waste management

In relation to waste management, Policy 5.17 of the London Plan requires that new developments provide adequate facilities for the storage of waste and recycling.

There is sufficient room within the commercial unit to accommodate appropriate waste and recycling facilities.

7.16 Renewable energy / Sustainability

The Council's Sustainability originally commented that the proposed stairwells don't have any cladding and seem to be 'dead space'. As such they encouraged the applicant to consider additional planting in the manner of living screens up these sections.

The request for 'living walls' in these locations was passed to the applicant who provided the following response:

'The stair cores are clad with a combination of powder coated profiled aluminium and pre-

cast concrete. The stairs deliberately emphasis the vertical circulation within the building and will not be dead space but will be the main pedestrian entrance and exits for the building. The proposed materials and sculptural form are considered in keeping with principles of the masterplan and in particular the design of the stairs on the Boiler House.

I am not convinced that a green wall would be appropriate. One of the stairs cores is north facing and a green wall of this height would be quite difficult to make work and would prove to be very expensive. In addition the maintenance cost of a green wall would be unviable for this building.'

This information was relayed to the Council's Sustainability Officer, who noted that there is no requirement for living walls within the planning conditions and to insist on their inclusion may be unreasonable. As such they have raised no objections to the proposals as submitted.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has been consulted as part of the application process and they have raised no objections to the proposals.

Flood risk and the drainage of the site, including sustainable drainage was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed development does not impact on this previous assessment and flooding matters will require acceptable resolution in order to discharge the conditions attached to the outline consent.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have been consulted as part of the application process and have raised no objection to the proposals.

Conditions were attached to the outline consent that cover air quality and noise issues.

7.19 Comments on Public Consultations

No comments were received from neighbouring occupiers. The comments received from the Hayes Conservation Area Advisory Panel are noted and it is agreed that the loss of the circular building is regrettable in design terms. However the Council's Conservation and Design Officer has reviewed the proposals and raised no objection to the development. The proposed cladding is considered to help soften and improve the design of the building, which is a multi-storey car park. These buildings are functional in nature and form and the proposed cladding is considered to improve and add interest to the appearance of the building.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the Outline Planning Permission and the subsequent application to vary the phasing.

7.21 Expediency of enforcement action

No enforcement action is required in relation to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so

far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None

10. CONCLUSION

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 of planning permission reference 59872/APP/2013/3775 for Phase 5 of The Old Vinyl Factory Masterplan: The Music Box (previously known as the Record Stack).

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The original outline consent proposed a multi storey car park within a circular building in this location. The current proposal is now for a rectangular building as the applicant has stated:

'The design as approved for a circular car park with continuous curved ramp was found to be unviable at technical design stage.'

The proposed development has been designed in accordance with the approved parameter plans for the site and despite the change to the form of the proposal from that permitted at outline stage, the design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area.

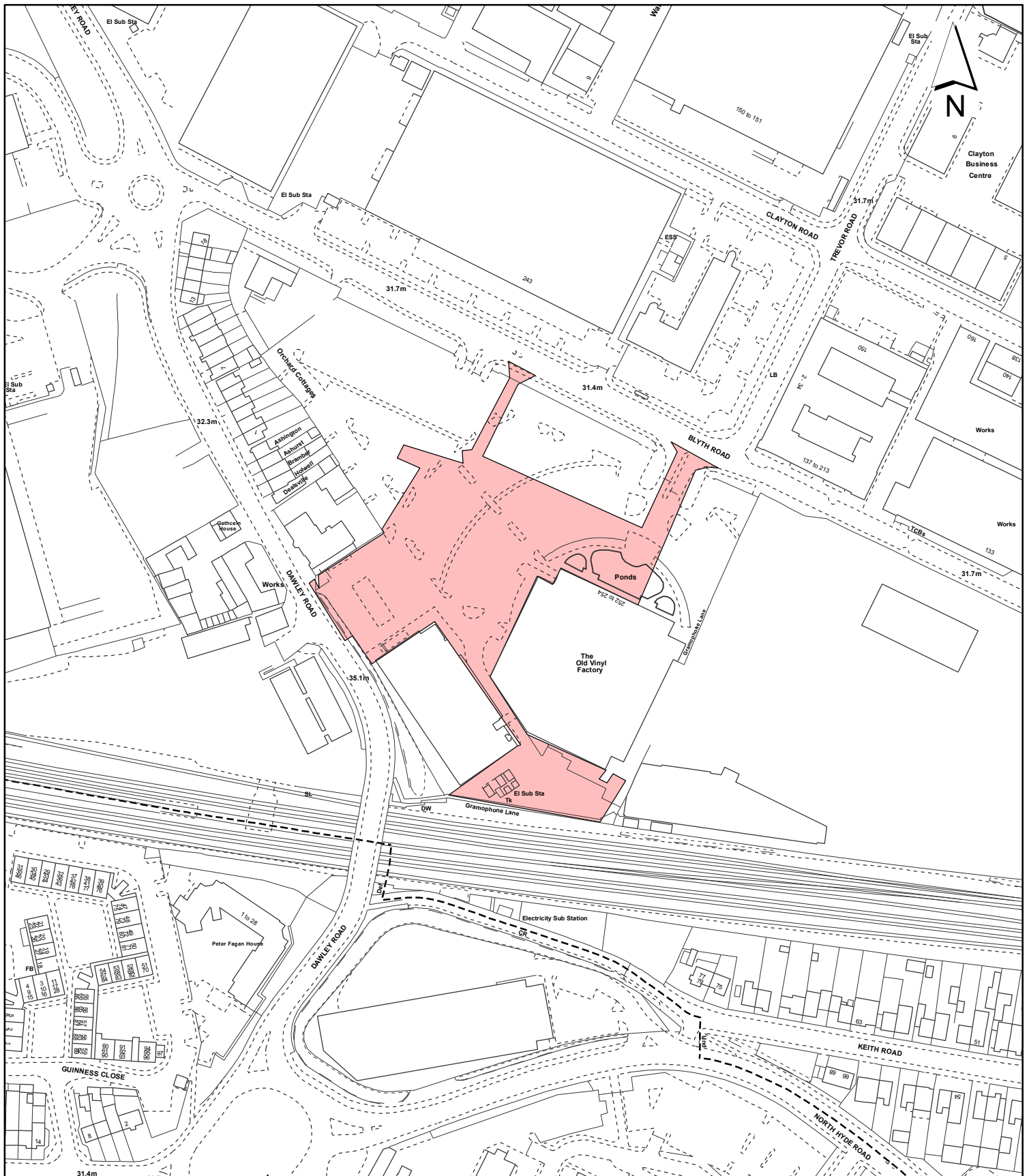
The overall development is in accordance with the outline consent. Therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Music Box - TOVF
Hayes**

Planning Application Ref:

59872/APP/2016/1930

Planning Committee:

Major Page 35

Scale:

1:2,250

Date:

December 2016

**LONDON BOROUGH
OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

Address RUISLIP BOWLS CLUB, MANOR FARM BURY STREET RUISLIP

Development: PROPOSED DEMOLITION OF 2 NO. SHEDS, SINGLE STOREY EXTENSION TO EXISTING PAVILION, ERECTION OF DETACHED BUILDING FOR STORAGE / LOCKER ROOM USE AND ASSOCIATED EXTERNAL WORKS

LBH Ref Nos: 45220/APP/2016/3857

Drawing Nos: 2016/D/186/P/007 Rev.A (Proposed Elevations);
Design and Access Statement v.1 dated September 2016 (ref: 2016/D/186/P)
Heritage Statement v.1 dated October 2016 (ref: 2016/D/186/P/0.5
2016/D/186/P/001 (Site Location Plan)
2016/D/186/P/002 (Existing Site Plan)
2016/D/186/P/006 (Existing Bowls Club Elevations)
2016/D/186/P/004 Rev.A (Proposed Bowls Pavilion Plan)
2016/D/186//P/005 Rev.A (Existing & Proposed Bowls Pavilion Roof Plans)
2016/D/185/P/003 (Proposed Site Plan)

Date Plans Received: 18/10/2016

Date(s) of Amendment(s):

Date Application Valid: 18/10/2016

1. SUMMARY

This application seeks full planning permission for the extension of the existing clubhouse building, demolition of two storage sheds and the erection of a stand alone building to accommodate lockers and storage at Ruislip Bowls Club.

No objections are raised to the principle of the development in this location and it is not considered that the development would have any significant adverse impact on visual or residential amenity.

The proposal is considered to comply with relevant local, London Plan and national planning policies and, accordingly, approval is recommended.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission following expiry of the consultation period on 07/12/16, subject to no new matters arising that have not already been addressed in this report.

1 SP01 Council Application Standard Paragraph

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

2 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2016/D/186/P/001, 2016/D/185/P/003, 2016/D/186/P/004 Rev.A, 2016/D/186//P/005 Rev.A & 2016/D/186/P/007 Rev.A, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 COM7 Materials (Submission)

No development shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority:

- i) samples of materials for the external elevations/roof;
- ii) design details of the windows and doors; and
- iii) the design of the forecourt walls and handrails.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies BE4, BE10, BE13 and BE15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;

- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including

Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 0.28 hectare broadly square shaped plot, located on the north east side of Bury Street in Ruislip. It accommodates a bowling green and its timber construction clubhouse/pavilion, storage sheds, landscaping, and ancillary facilities.

Its boundaries are defined by well maintained hedges. The bowling green sits within the wider Manor Farm complex and is bounded to the north west by Manor Farm Library; to the north east by public open space, beyond which is a public car park and residential properties; to the south east by a pond; and to the south west by Bury Street, beyond which are residential properties.

The entire site falls within the Ruislip Village Conservation Area. Manor Farm Library occupies a Grade II Listed Building. The public open space to the north west comprises Ruislip Motte & Bailey, a Scheduled Ancient Monument. A Grade II listed property is also located on the opposite side of Bury Street.

3.2 Proposed Scheme

This application seeks full planning permission for the extension of the existing clubhouse/pavilion building, the demolition of two small storage sheds and the erection of a new stand alone building for use for lockers and storage.

The proposed extension, which would be to the front elevation, would measure approximately 4.5m by 9m. Its plain tile pitched roof would be in keeping with that of the original building. It would provide approximately 48m² of additional floorspace and it would be finished in wayne lap timber cladding to match the existing.

Two new paved patio areas would be provided to either side of the proposed extension to replace that which would be lost to the front of the building.

Two small sheds to the north east of the clubhouse building would be demolished and replaced with a new approximately 5.3m by 5m new building. This would have a pitched roof with a maximum height of approximately 3.4m and would accommodate an approximately 8.4m² locker room and an approximately 10.4m² greenkeeper's store. It would be finished in shiplap timber with plain roof tiles to match the clubhouse building.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has no relevant planning history.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI2 (2012) Leisure and Recreation
- PT1.EM5 (2012) Sport and Leisure
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- BE1 Development within archaeological priority areas
- BE4 New development within or on the fringes of conservation areas
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **7th December 2016**
- 5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 19 local owner/occupiers, the Ruislip Residents' Association, the Ruislip Village Conservation Panel, the Ruislip, Northwood & Eastcote Local History Society and the Ruislip Chamber of Commerce. Site and press notices were also posted, expiring 7th December 2016. The expiry of the consultation period post the date of the Committee meeting is reflected in the proposed recommendation. No responses have been received at the time of writing this report. Any received prior to Committee will be reported by way of an addendum sheet.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)
To be reported at Committee.

It should be noted that pre-application advice was provided which advised that no objections were likely to be raised subject to a condition requiring an archaeological watching brief.

Internal Consultees

URBAN DESIGN/CONSERVATION OFFICER

The site lies within the Ruislip Village Conservation Area and within the Manor Farm Complex, which

includes a number of listed buildings and a Scheduled Ancient Monument. The site is therefore extremely sensitive in terms of its archaeology and the setting of the surrounding heritage assets.

The existing club house building is a relatively modern structure, which is simply detailed and clad in timber. The adjacent buildings to be removed are modern and of no historic interest.

The proposal has been developed with input from the Conservation and Design Team, and no objections are raised to the scheme in terms of its design or impact on the setting of the surrounding heritage assets.

If agreed, conditions will need to be included re the agreement of samples of materials for the external elevations/roof; design details of the windows and doors, and the design of the forecourt walls and handrails.

GLAAS should be consulted on archaeological matters.

TREES/LANDSCAPE OFFICER

This site is a Council-owned bowls club situated to the south-east of the Manor Farm listed barn and library, off Bury Street.

The south-east boundary is defined by a hedge and there are areas of grass between the bowls club buildings and the bowling green.

The site lies within Ruislip Village Conservation Area.

While no trees will be affected by the proposal the hedge and landscape setting of the club contributes to the character and appearance of the area and nearby listed buildings.

If the application is recommended for approval, conditions should ensure that the existing landscape features are protected and retained / re-instated as part of the development.

Recommendations:

No objection subject to conditions COM8 (hedge protection) and COM10 (hedge and other areas of soft landscape).

ENVIRONMENTAL PROTECTION UNIT

No objection subject to the standard informative regarding control of nuisance from construction work.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The impact of the development on community/sports provision, the Ruislip Village Conservation Area and the setting of nearby Grade II Listed Buildings are key considerations in assessing the principle of the development in this location.

Local Plan: Part 1 policies CI2 and EM5 seek to support the provision of new and/or enhanced community, leisure, recreation and sporting facilities across the borough. Furthermore, Local Plan: Part 2 policy R5 seeks to resist the loss of such facilities. The proposed development is considered to support the retention and ongoing viability of the bowling club in this location in compliance with these policy objectives.

Local Plan: Part 2 policy BE4 seeks to preserve and enhance features of conservation

areas which add to their visual amenity. It confirms that development should avoid the demolition or loss of such features and that there will be a presumption in favour of retaining buildings which make a positive contribution towards the character and appearance of the conservation area.

Local Plan: Part 2 policy BE10 confirms that planning permission will not normally be granted for proposals which are considered detrimental to the setting of a listed building.

Matters relating to the visual amenity and design will be discussed later in this report. However, it is worth noting at this stage that no objections have been raised to the proposed development by the Council's Urban Design and Conservation Officer who has confirmed that further to pre-application discussions, the proposed scheme is now considered to be visually acceptable in this location. Accordingly, it is not considered that any harm would be caused to the visual amenities of the Conservation Area or the setting of the listed buildings.

The proposed development is considered to comply with relevant Local Plan policies, which seek to support the enhancement of sports and leisure facilities and safeguard the visual amenity of heritage assets. Accordingly, no objections are raised to the principle of the development in this location subject to the proposal meeting site specific criteria.

7.02 Density of the proposed development

Not applicable to this type of development.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The site falls within an Archaeological Priority Area and also within the Ruislip Village Conservation Area. It also lies within close proximity to two Grade II Listed Buildings.

Local Plan: Part 2 policy BE1 seeks to safeguard the archaeological heritage of the borough. The Greater London Archaeological Advisory Service (GLAAS) have been consulted on the application. At the time of writing this report their response is awaited and this will, therefore, be reported to Committee via an addendum sheet. It should be noted that at pre-application stage GLAAS did not raise any significant concern, although they did advise that conditions may be required. As such, it is not anticipated that objections are likely to be raised, although a condition requiring an archaeological watching brief is likely to be requested.

Local Plan: Part 2 policy BE4 seeks to preserve and enhance features of conservation areas which add to their visual amenity. Policy BE10 seeks to safeguard the setting of listed buildings.

The application has been subject to pre-application advice from the Council's Urban Design and Conservation Officer. The existing sheds to be demolished are not considered to be of any architectural merit and no objections are raised to their removal. The extension and new building would be of a sensitive design which, it is considered, would be in keeping with the character and appearance of existing development at the site. Given its modest scale and sympathetic design, it is not considered that it would be detrimental to the visual amenity of the Conservation Area or the setting of nearby listed buildings. Notably, the Council's Urban Design and Conservation Officer has raised no objections subject to imposition of appropriate conditions relating to materials should approval be granted.

7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities

on this application.

7.05 Impact on the green belt

Not applicable. There is no green belt land within the vicinity of the application site.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of an area is not compromised by new development.

The impact of the development on the visual amenities of the conservation area and its surrounds, including the setting of the nearby listed buildings, has been discussed in part 7.03 of this report. Views into the site from Bury Street are limited due to the presence of boundary fencing and planting. The site is more visible from the public open space to the east, although views are again limited by boundary planting. Nevertheless, as mentioned above, the proposed development would be of a sympathetic design which would be in keeping with that of the existing buildings on site. Accordingly, it is not considered that the proposal would have any significant detrimental impact on the character or appearance of the surrounding area.

7.08 Impact on neighbours

Policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 seek to protect residential amenity. The Council's Supplementary Planning Document (SPD) on Residential Layouts provides detailed guidance to ensure that these policy objectives can be met.

The nearest residential properties are located on the opposite side of Bury Street, just over 30m away to the west of the existing clubhouse building. To the east the nearest properties are located approximately 80m away. Given these distances, existing boundary screening and the relatively minor nature of the proposed works it is not considered that the development would have any significant detrimental impact on residential amenity.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Local Plan: Part 2 policies AM2 and AM7 seek to safeguard highway and pedestrian safety and ensure that developments do not have an adverse impact on the surrounding highway network. Policies AM14 and AM15 seek to ensure appropriate levels of car parking are provided.

No dedicated car parking is available for users of the bowls club, with users expected to use the nearby public car park. No alterations to these existing car parking or access arrangements are proposed as part of this application. Given this existing situation, the proximity of the site to Ruislip Town Centre and its associated transport links and the minor nature of the proposals, this is considered to be acceptable.

7.11 Urban design, access and security

Urban design

Issues relating to urban design have been discussed in parts 7.03 and 7.07 of the report.

Security

Given the minor nature of the scheme and the fact that the existing premises will already be operating its own security measures a secure by design condition is not considered to be necessary in this case.

7.12 Disabled access

Level access would be provided to the building. The applicant's Design and Access Statement confirms that the development would fully comply with Parts B and M of the Building Regulations, the Disability Discrimination Act 1995 and the Equality Act 2010.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

Local Plan: Part 2 policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

No trees of landscape features of merit would be affected by the proposed works and the Council's Trees/Landscape Officer has notably raised no objections subject to appropriate conditions to ensure existing planting is protected.

7.15 Sustainable waste management

As this is a relatively small addition to an existing bowling club, the existing waste management facilities will be used. Notably, the bowling club ultimately has discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Given the relatively minor nature of the scheme there is no planning requirement for the development to incorporate the use of renewable energy or sustainable building measures beyond those required by Building Regulations.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone or critical drainage area and no specific drainage issues have been identified.

7.18 Noise or Air Quality Issues

It is not considered that the proposed development would give rise to any issues of noise or air quality over and above its existing use.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Not applicable to this development.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the

application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

No objections are raised to the principle of the development in this location. It is not considered that the proposal would have any significant detrimental impact on the character or appearance of the conservation area, the setting of the nearby listed buildings or on the visual amenities of the surrounding area. Furthermore, it is not considered that it

would have any significant adverse impact on residential amenity.

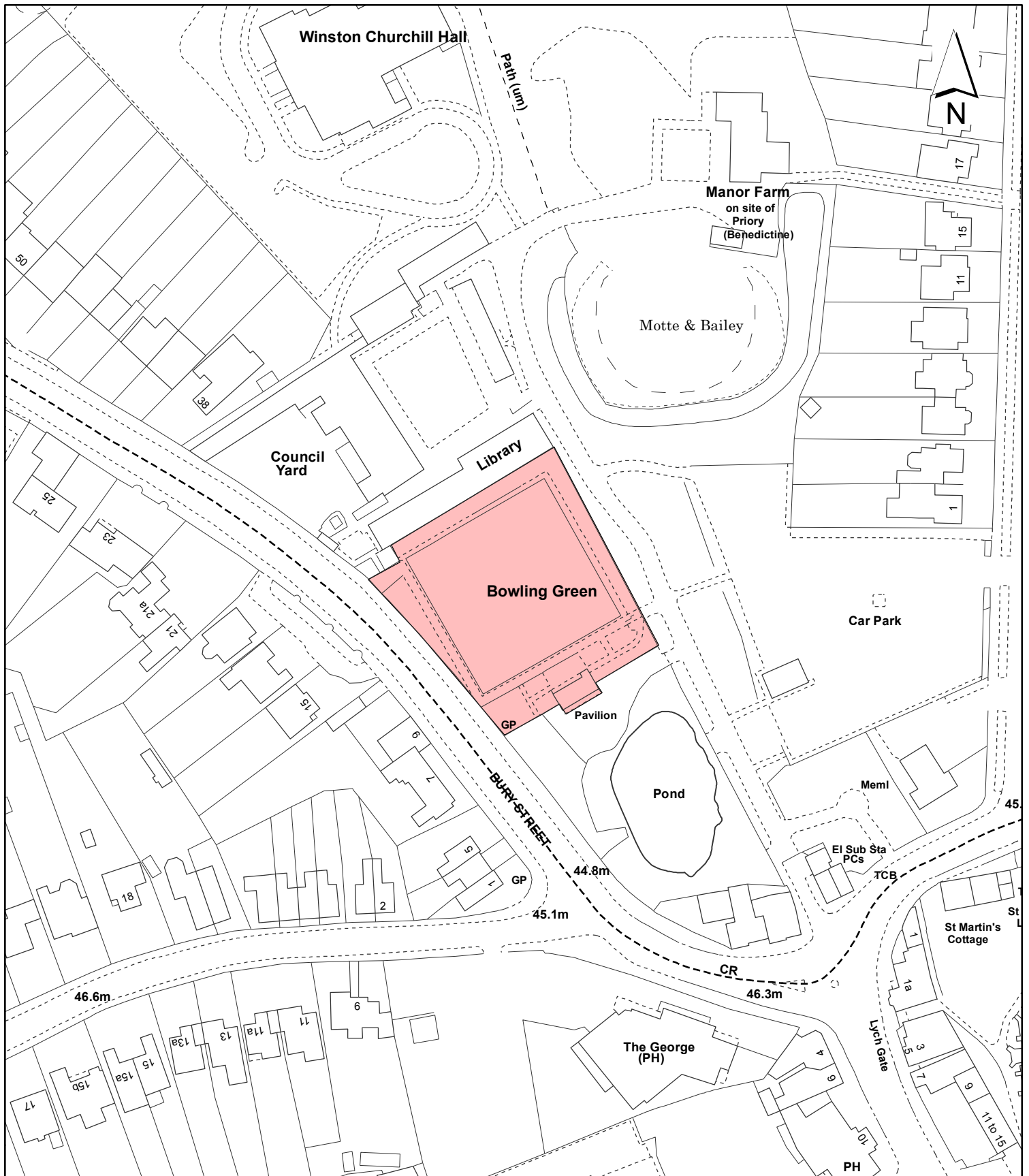
The proposal is considered to comply with relevant local, London Plan and NPPF planning policies and, accordingly, approval is recommended.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

Ruislip Bowls Club

Planning Application Ref:

45220/APP/2016/3857

Planning Committee:

Major Page 49

Scale:

1:1,250

Date:

December 2016

LONDON BOROUGH OF HILLINGDON

Residents Services Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

- Address** FORMER CONTRACTOR'S COMPOUND, SOUTH OF SWINDON ROAD
HEATHROW AIRPORT
- Development:** Reserved Matters (Appearance, Landscaping, Layout, Scale, and Access) in compliance with condition 2 of application 67622/APP/2015/1851 (Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for 'Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000 sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail'. Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors).
- LBH Ref Nos:** 67622/APP/2016/3198
- Drawing Nos:**
- T4 Hotel Design and Access Addendum
 - Landscape Plan
 - P005002 Rev 2
 - P005003 Rev 2
 - P005004 Rev 2
 - P005005 Rev 2
 - P005006 Rev 2
 - P005007 Rev 2
 - P005008 Rev 2
 - P005009 Rev 2
 - P010001 Rev 2
 - P031000 Rev 2
 - P031001 Rev 2
 - P032051 Rev 1
 - P033001 Rev 2
 - P005000 Rev 4
 - P005001 Rev 4

Date Plans Received: 22/08/2016

Date(s) of Amendment(s): 22/08/2016

Date Application Valid: 01/09/2016

1. SUMMARY

Outline consent was granted in 2014 for the erection of a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements with all matters reserved (Ref: 67622/APP/2013/2532).

The current application seeks approval of reserved matters of appearance, landscaping, layout, scale and access in relation to the outline permission.

The submitted scheme complies fully with the parameters approved at outline stage. The proposed design, finish and appearance of the building is considered acceptable in the context of the surrounding area. In relation to the layout, scale and access arrangements of the site, the hotel maximises the available footprint of the site while allowing considerable space for the diversion of existing services. The proposed hotel layout has primary public spaces and arrival areas located along Swindon Road as this is the closest point of access for pedestrians going to and from Terminal 4. Vehicle access to the site is possible only on Swindon Road, and the hotel drop off area is also located adjacent to the road. Under a separate application and through the legal agreement, it is proposed to connect the hotel to the existing elevated walkway which links Terminal 4 with the Hilton. Hotel guest rooms are proposed to ring the site forming an enclosed, internal atrium courtyard at the centre of the project and this enclosed atrium will be utilised for the hotel's main public spaces including lobbies, restaurant and bar. Interior landscaping and living walls are proposed to create a unique public space within the hotel and larger T4 Campus. The proposed layout and access are considered acceptable and no objection is raised in this regard.

In relation to the proposed landscaping, further planting and detail has been sought by the Landscape Officer, which will be reported in the addendum to the committee.

The decision granting outline consent included 16 pre-commencement conditions covering materials, lighting, archaeology, contamination, sustainable drainage, traffic arrangements, provision of living walls, protection from air traffic noise, detailed hard and soft landscape scheme, protection of the site from air pollution, provision of an ecological enhancement scheme, energy assessment, access strategy. These matters would form part of a separate condition discharge application.

The scheme is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers [P033001 Rev 2; P032051 Rev 1; P031001 Rev 2; Landscape Plan; P005002 Rev 2; P005003 Rev 2; P005004 Rev 2; P005005 Rev 2; P005006 Rev 2; P005007 Rev 2; P005008 Rev 2; P005009 Rev 2; P010001 Rev 2; P031000 Rev 2; P005000 Rev 4; P005001 Rev 4] and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to APPROVE these reserved matters has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to APPROVE these reserved matters has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

A4	New development directly related to Heathrow Airport
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
T1	New tourism facilities
T2	Location of tourist accommodation and conference facilities

3. CONSIDERATIONS

3.1 Site and Locality

The main area of the site is located less than 180 metres from the main terminal building at Terminal 4 Heathrow and less than 90 metres to the south west of the multi-storey public car park serving the Terminal. The site is known as the S4 car park and it utilised by airline

staff that are located at Terminal 4.

The site is bounded to the north by Swindon Road and to the east by the Southern Perimeter Road. The site is bounded to the south by a roundabout and to the west by Stratford Road, with the latter serving as the vehicle exit route from Terminal 4 and links via the roundabout onto the South Perimeter Road and to the A30 (known as the Great West Road), that is located further to the west of the site.

The Hilton Hotel lies to the west of the site immediately beyond the Southern Perimeter Road and before (i.e. to the east) of the Great West Road.

Swindon Road exists only as a airport operational staff service road for the southern runway and is controlled by a barrier along its length and experiences very low traffic volumes (estimated at peak of less than 3 movement per individual hour). In contrast the Southern Perimeter Road is a route for airport traffic, linking the facilities of Hatton Cross to the east with the World Cargo Centre to the west, via Terminal 4 in between.

The surrounding area is dominated by airport related buildings and engineering structures including a high perimeter wall to the runway (to the north), the architecturally unedifying Terminal 4 multi-storey car park (to the west), and an enclosed aerial walkway (to the north of the site) linking the Hilton Hotel to Terminal 4. The south west and western boundary of the site is a landscaped embankment primarily grassed and topped by several small trees. The link from the existing Swindon Road temporary car park to the Terminal 4 building is via a hostile in quality environment that suffers from level changes, general street furniture clutter, and a general lack of any intuitive way finding.

3.2 Proposed Scheme

This application seeks approval of reserved matters of Appearance, Means of Access (for all routes to and within the site as well as the scheme links up to other roads and pathways outside the site), Landscaping, Layout (including routes and open spaces within the development and the way they are laid out in relation to buildings), and Scale (height, width and length of each proposed building and spaces outside the development) in relation to the outline permission 67622/APP/2015/1851, which granted consent for the:

"Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail)". Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors."

The scheme approved a 6 storey building with basement car parking and servicing approximately 47.6 metres in height. Within this application, detailed floor plans, elevations and landscaping details have been submitted pursuant to the reserved matters .

The proposed hotel layout has primary public spaces and arrival areas located along Swindon Road as this is the closest point of access for pedestrians going to and from Terminal 4. Vehicle access to the site is possible only on Swindon Road, and the hotel drop off area is also located adjacent to the road. Under separate application it is proposed to connect the hotel to the existing elevated walkway which links Terminal 4 with the Hilton.

Hotel guest rooms are proposed to ring the site forming an enclosed, internal atrium courtyard at the centre of the project and this enclosed atrium will be utilised for the hotel's main public spaces including lobbies, restaurant and bar. Interior landscaping and living walls are proposed to create a unique public space within the hotel and larger T4 Campus.

Hotel back-of-house areas are located primarily on the southern edge of the site at ground level and the first basement level, where the adjacent elevated Stratford Road and roundabout will conceal them from view.

Additional plant is located on the atrium roof where it will be screened from guest views. Additional plant which requires higher clearances is located on the atrium roof so that it can be accommodated within the maximum building height. The atrium plant area is set approximately at the level of the 6th floor guest room level, though only 10 rooms face onto the inner atrium area at this level. The atrium plant area will be screened to prevent any views into this space and a decorative facing panel will be applied adjacent to any guest rooms facing onto this area.

The hotel maximises the available footprint of the site while allowing considerable space for the diversion of existing services. The height of the building is limited by its proximity to a NATS radar.

The current proposal includes two levels of basements which include parking, back of house services and plant areas. A ground floor which is predominantly public spaces such as lobby, dining and meeting spaces. The six floors above ground are limited to guest rooms with the exception of a small club lounge located on the 6th floor.

3.3 Relevant Planning History

67622/APP/2013/2532 Former Contractor'S Compound, South Of Swindon Road Heathrow /
Part outline, part full planning application for a proposed hotel development of up to 660 bedroom (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail).

Decision: 06-12-2013 Approved

67622/APP/2015/1851 Former Contractor'S Compound, South Of Swindon Road Heathrow /
Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail)". Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors.

Decision: 05-02-2016 Approved

67622/APP/2015/1854 Former Contractor'S Compound, South Of Swindon Road Heathrow /
ERECTION OF ELEVATED PEDESTRIAN WALKWAY

Decision: 17-08-2015 Approved

Comment on Relevant Planning History

67622/APP/2013/2532 - Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail).

This application was amended to remove the veil structure surrounding the site:

67622/APP/2015/1851 - Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail)". Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- A4 New development directly related to Heathrow Airport
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.

AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
T1	New tourism facilities
T2	Location of tourist accommodation and conference facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th October 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

GLAAS - No comment to make on the application.

MET POLICE - No comments to make on the application as it will not affect the SBD condition.

TfL -

· The applicant shall clarify the total number of car parking spaces proposed, including the number of blue badge spaces and EVCPs. Considering the site's Public Transport Access Level (PTAL) of 2, no more than 1 space shall be provided per bedroom and the proposed development should aim for a level significantly below this.

· TfL would like to take this opportunity to remind the applicant that blue badge car parking spaces should adhere to the space standards for blue badge parking bays as outlined in the London Plan and Accessible London SPG, as well as be as close to building entrances and lifts as feasibly possible. It did not appear that the blue badge spaces proposed were as close to building cores and entrances as they could be, TfL request that this is revised to meet accessibility requirements as set out in the London Plan.

- The applicant shall ensure that a minimum provision of 10% active and 10% passive EVCPs is included in the development.
- TfL request further information regarding cycle provision. Cycle space quantum should be meet London Plan requirements which outline that for hotels, 1 long-stay space should be provided per 20 bedrooms and 1 short-stay space should be provided per 50 bedrooms. The design of the cycle spaces should meet the London Cycle Design Standards (LCDS) and standards set out in the London Plan which state that at least 5% of spaces should be able to accommodate larger cycles and also those which may be adapted. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally is to provide a mix of types of cycle stands, preferably including the Sheffield style of stands. For more information, please see LCDS guidance at: <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-1>.
- TfL request that a Travel Plan is secured by s106 agreement.
- More information regarding refuse collection and deliveries should be detailed within a Delivery & Servicing Plan (DSP), which should be secured by condition. It should include information on how refuse collections for the proposed development will operate, especially where the bin store is located on the basement level of the development. Swept path analysis should be included of refuse vehicles safely and legally servicing the site without impacting other vehicles or structures. The DSP should also include arrangements for delivery vehicles, detailing where they can also safely and legally stop with swept path analysis of these vehicles provided also.
- A Construction Logistics Plan (CLP) should be secured by condition prior to construction commencing on site. It should include information regarding the construction of the proposed development, including how construction materials and plant will be delivered to the site. It should also detail what measures will be put in place to mitigate the impact of the proposed development's construction on the local road network.

In summary, TfL asks that the applicant addresses the issues raised above satisfactorily ensuring that the proposal is acceptable in transport planning terms and will comply with London Plan.

OFFICER COMMENTS- The applicant provided the following in response:

Please find attached amended plans for the 2 basement levels to reflect the requests of TfL. These supersede drawings refs: P005000 - Area Plan - Level -2 and P005001 - Area Plan - Level -1

The total number of car parking spaces is 134 including 13 blue badge spaces, 14 active and 15 passive EVCP spaces. The requested cycle parking is at basement level 1 and comprises 48 stacked spaces and 3 Sheffield stands (6 spaces).

In terms of total bedrooms (660) the level of parking equates to 0.2 space per bedroom (1 space per 4.9 bedrooms). I should comment that the PTAL level calculated for airport terminals is generally not considered realistic. In the case of the proposed hotel, guests will be able to walk a short distance into Terminal 4 via a dedicated enclosed pedestrian walkway where Heathrow Express and Piccadilly line trains are available as well as a number of bus services, taxis etc. Given that most guests will be travelling long distances or to/from Central London, the site is highly accessible via public transport.

A Travel Plan and Service and Delivery Plan are already required via the existing S106 Agreement. There is no requirement for a Construction and Logistics Plan and it would not be possible to attach such a plan to a reserved matters approval such as this. However, because the site is within Heathrow Airport and all roads are controlled by the highway authority (Heathrow Airport Limited) a Construction and Logistics Plan is already in place with HAL to ensure that there is no disruption to the Airport's road system as well as dealing with separate airport and related matters.

OFFICER COMMENTS - When reconsulted, TfL raised no objection to the details provided.

Internal Consultees

EPU - No comments to make on the application.

WASTE - Please see my previous comments regarding this proposed development. The same points would apply. The key issue would be access to the underground waste storage area. I would recommend compacting the waste into 40 cubic yard containers owing to the size of the development. These must be accessible by 32 tonne 4 axle rigid goods vehicles.

FLOOD AND WATER MANAGEMENT - No impact on the drainage, therefore no comments.

ACCESS - Having reviewed this application, no objection is raised to the proposal.

URBAN DESIGN - No comments on the design of the scheme. The landscaping does require some further thought and it is recommended that the landscape officer would be best placed to comment on such.

LANDSCAPE - David Clarke's drawing No. 02B indicates the ground level landscape treatment (hard and soft) around the proposed hotel. Every opportunity should be taken to enhance the roadside verges. The following queries arise:

SOUTHERN PERIMETER ROAD

1. What is the rationale for the green fences along the Southern Perimeter Road only?
2. There is scope for additional tree planting along the Southern Perimeter Road - which is currently very exposed and blank.
3. What is the large area of 'Grasscrete' for - and does it really extend across the Southern Perimeter Road? If it is only for emergency / fire brigade access, there are better reinforced grass products than Grasscrete available which will be easier to maintain as green space. - If the space is going to be parked on regularly, reinforced grass is better avoided.
4. No levels are given, but the grass verge should be 'crowned' to create a very shallow bund.
5. Additional bulb planting would be effective along this (and other) boundaries.

JUNCTION of SOUTHERN PERIMETER ROAD /STRATFORD ROAD

1. This is a relatively large space and will benefit from additional tree planting and earth modelling (as above, item 4).

STRATFORD ROAD

1. See item 4 above.

SWINDON ROAD

1. Additional tree planting would improve the hotel frontage which is currently proposed as a hard landscaped area with no green relief at the main entrance/drop off point.

OFFICER COMMENTS-The applicant has submitted revised details to address the above concerns.

HIGHWAYS - The applicant has now provided detailed layout plans of level 1 and 2 of the site that shows the car and cycle parking at the site along with servicing areas and set down facilities. This information relates to discharging Condition 10 of the previous approval

There are 134 car parking spaces in below ground levels with both active and passive EV charging points available. When you consider there are 660 bedrooms on site this relates to a car parking ratio of 0.2 spaces per bedroom.

Given the site has a PTAL of 2 (poor) this figure might seem low but the applicants are keen to make

the point that the hotel is within walking distance of Terminal 4 via an enclosed walkway.

There are no motorcycle parking bays shown on the latest drawings but I would suggest that there is space available on the site to locate 6 motorcycle bays (see Condition 14 para 2f). There are 54 long and short term cycle parking spaces provided close to the main access which is supported. There are 2 coach drop-off points provide close to the hotel entrance. There is a separate servicing bay that allows two vehicles to make deliveries simultaneously which is supported. Overall no objection to the application.

S106 agreement:

Given the size of the hotel and the prospective staffing levels it is important that a Travel Plan along with monitoring is secured by a S106 agreement which should have already been agreed. Given the likely activity at the site when operational a Servicing Plan should also have been secured using the same process.

I take the point that the Construction and Logistics Plan should be agreed with HAL as technically they are the highway authority but providing such an arrangement is in place that will be sufficient to provide assurance that the construction impacts are minimised.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposed development has been established by way of the outline permission for the redevelopment of the site granted on 30th July 2014.

7.02 Density of the proposed development

Residential density is not applicable, as the scheme relates to a hotel.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The scheme is not located in or within close proximity of a conservation area or an Area of Special Local Character. The application site does lie within the proposed Heathrow Archaeological Priority Zone, an area with demonstrated archaeological interest, especially for prehistoric periods.

The scheme was accompanied at outline stage with a desk based study, which concluded that there was medium potential for significant undesignated remains. GLAAS reviewed the application and recommended a condition (condition 5) on the outline consent to adequately record and safeguard any potential archaeological findings

The size and scale of the development remains the same as previously considered and given such no objections are raised in this regard. The scheme is considered to comply with Policy PT1.HE1 of Part One of the Hillingdon Local Plan, National Planning Policy Framework (Section 12) and the London Plan policy 7.8.

7.04 Airport safeguarding

Central to the design parameters set for the scheme was a necessary regard to the height of the development to avoid it interfering in the operation of airport radar. Condition 9 of the outline consent, sought to ensure that the maximum height of the building did not exceed 47.6 metres, with lift overruns not exceeding 2 metres. The detailed elevations/sections demonstrate that the building does not exceed these limits and remains at 47.6 metres in height. The lift overruns extend to 1.4 metres above the roof height.

7.05 Impact on the green belt

Not applicable as the scheme is not located in or within close proximity to designated Green Belt land.

7.07 Impact on the character & appearance of the area

Policies BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and amenity of the area.

London Plan Policy 7.5 require public spaces to be secure, accessible, inclusive, connected easy to understand and incorporate the highest quality of design, landscaping., planting, street furniture and surface.

London Plan Policy 7.6 requires new development to be of the highest architectural quality, enhance, activate and appropriately define the public realm, meet the principles of inclusive design and incorporate best practice in resource management and climate change mitigation

Condition 9 of the outline consent required the scale of the building not to exceed 47.6 metres in height, the lift runs not to exceed 2 metres above the roof and full details to be provided of the glazing proposed to the ground floor and elevations.

Detailed elevation drawings have been submitted with this application. The proposed facade design wraps around the building in a continuous band and incorporate staggered horizontal bands and varied groupings of glazing. Concealed LED lighting is proposed to be incorporated into the horizontal bands to accentuate the building's form. At ground level, floor to ceiling glazing to the public spaces is recessed from the floors above so as to allow clear views into these spaces. The overall design approach for the building is considered acceptable in the context of the site and aligns with the design approach presented at outline stage.

Specific materials for the facade were chosen for their durability, their reflection of the larger T4 Campus material palette, and their ability to reinforce the design concept of the building. Ground level concealed mullion glazing will open the active interior spaces to view from the exterior. Guest room level facades of metal panels and flush, concealed mullion glazing allow the facade to smoothly curve around corners while being easy to maintain and durable. The grey facade panels and tinted glazing reflect the material palette of T4. In terms of the palette of materials proposed for the site, no objection is raised to the materials proposed which are considered in keeping with the surrounding airport buildings and structures.

The proposal would have a major and beneficial impact on the character and appearance of the site itself. It would also help announce to a wider public the entrance to the Terminal 4 complex, as the Terminal building suffers from a series of visual obstructions, including from the public multi-storey car park, from over head roadways and from the large structural wall adjacent to the southern runway.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

Given the site's location set over 250 metres away from the nearest residential property and separated from these residential properties by 3 roads including 1 dual carriageway there are no overlooking/privacy or other residential amenity issues arising from the proposed hotel development.

7.09 Living conditions for future occupiers

The proposal is for a hotel, accordingly there will be no future residential occupiers. Issues related to disabled access requirements are discussed elsewhere in this report

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Condition 10 of the outline application sought to ensure that all details of traffic arrangements which includes plans of the basement car park; 5% spaces for disabled drivers; drop off bays for the coaches/hopper buses; 20% electric vehicle charging (10% passive and 10% active), and; secure cycle storage.

The basement floor plans detail that there are 134 car parking spaces proposed, which include the required number of blue badge and electric vehicle parking charging points. The hotel has 660 bedrooms, which equates to a parking ratio of 0.2 spaces per bedroom (1 space per 4.9 bedrooms). Although the site is PTAL 2, the site is located within walking distance of Terminal 4 via the dedicated enclosed walkway, where Heathrow Express and Piccadilly line trains are available, as well as by a number of bus services, taxis etc. Given that most guests will be travelling long distances or to/from Central London, the site is considered highly accessible via public transport. The parking ratio proposed is therefore considered acceptable in this instance.

In terms of the parking layout and size of the spaces proposed, these all comply with the adopted standards. The access to the car park remains from Swindon Road, with servicing proposed from the Southern Perimeter Road. No objection is raised on highways grounds to the proposed location of these entrances.

There are 54 long and short term cycle parking spaces provided close to the main access which is supported and two coach drop-off points are identified on the plans accessed via Swindon Road, and close to the hotel entrance. Whilst no motorcycle bays are detailed on the plans, Condition 14 para 2f of the outline consent, requires details to be provided of such. The Highways Officer has reviewed the application and is of the opinion that there is space available on the site to locate 6 motorcycle bays. Subject to compliance with this condition, no objection is raised in this regard.

TfL requested that the Council seek to obtain a Construction Logistics Plan, Delivery and Servicing Plan and Travel Plan. A Travel Plan and Service and Delivery Plan are already required for the site as part of the existing S106 agreement. In respect of the requirement for a Construction and Logistics Plan, as the site is within Heathrow Airport and all roads are controlled by the highway authority (Heathrow Airport Limited) a Construction and Logistics Plan is already in place with HAL to ensure that there is no disruption to the Airport's road system as well as dealing with separate airport and related matters. It would therefore not be necessary for the Council to request such.

7.11 Urban design, access and security

URBAN DESIGN:

See section 7.07. It is considered that the detail provided of the elevations is acceptable in the context of the site and the final architectural detailing proposed appropriate in the context of this site. The choice and quality of the materials used and lighting of the building is considered to successfully accentuate the curved form of the building and ensure that it is sympathetic to the surrounding streetscape.

ACCESS:

The Hotel and adjacent landscape areas will allow for barrier free access to guests, staff and other visitors to the site.

Guests arriving from Terminal 4 will have the option to proceed to ground level and follow the upgraded pedestrian path along Swindon Road (under the Stratford Road ramp) to the

hotel entry area. Alternatively, guests may access the existing elevated walkway connecting Terminal 4 to the Hilton and use the access bridge crossing Swindon Road to the first floor of the T4 Hotel, where lifts and stairs provide access to the ground level lobbies.

7.12 Disabled access

Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that developments of this type incorporate inclusive design, as do Policies 7.1 and 7.2 of the London Plan. Further detailed guidance is provided within the Accessible Hillingdon SPD.

The Hotel and adjacent landscape areas will allow for barrier free access to guests, staff and other visitors to the site.

Guests arriving from Terminal 4 will have the option to proceed to ground level and follow the upgraded pedestrian path along Swindon Road (under the Stratford Road ramp) to the hotel entry area. Alternatively, guests may access the existing elevated walkway connecting Terminal 4 to the Hilton and use the access bridge crossing Swindon Road to the

first floor of the T4 Hotel, where lifts and stairs provide access to the ground level lobbies. Basement level parking will be provided, and this is accessed via a ramp off of Swindon Road. Guest lifts will connect basement levels to the lobby and guest floors. Disabled guests will use the main entry drop off area which is connected to the lobby via ramps, or use basement level disabled parking spaces and use lifts to access the lobby and guest room floors.

The Access Officer sought a number of alterations to the scheme at outline stage and these have been successfully integrated within the detailed plans submitted with this application.

Public realm improvements:

With regard to the existing pedestrian route to and from the hotel site proper and the Terminal 4 building the existing access arrangements are wholly unsatisfactory for all future users of the hotel, including that of disabled persons. This stems from a lack of any intuitive way finding, numerous site obstructions, the degree of street furniture clutter, level changes, an array of different surface treatments, poor lighting and a more general poor quality/hostile pedestrian environment. In view of this and to avoid a refusal in respect of layout/access, it was considered within application the outline consent, that robust guarantees be provided to demonstrate the existing link arrangements to the Terminal building will not prevail at a future date. To this end the applicant provided relatively detailed illustrations of the public realm/site layout improvements proposed to the link. The improvements to the public realm and links to the Terminal building were secured in the legal agreement associated with the extant consent. In addition to the public realm improvements, a separate application has been approved for the addition of an elevated walkway between the Hotel and Terminal 4 (67622/APP/2015/1854). Overall, these proposals provide the basis of a scheme capable of being an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

7.13 Provision of affordable & special needs housing

Not applicable for a scheme of this type.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies seeks the retention and utilisation of topographical and landscape features of merit and the provision of new

planting and landscaping wherever it is appropriate.

The scheme will involve the loss of some grassed areas and semi mature trees notably on the perimeter towards the exit road from the Terminal to the T4 roundabout. The trees are not considered a significant loss by the Council's Landscape Officer. However, the Landscape Officer has raised some questions in respect of the landscaping proposed for the site and requested further planting for the perimeter of the site. The applicant is reviewing these comments at present and updated plans and comments will be reported within the addendum.

7.15 Sustainable waste management

A condition is attached to the outline consent, requiring details of waste management in accordance with OE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) to be submitted

7.16 Renewable energy / Sustainability

Condition 17 of the outline consent requires a detailed energy statement to be submitted. Subject to the submission of these details, the scheme is considered to comply with Policy 5.2, 5.5 and 5.7 of the London Plan.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1.

London Plan policies 5.12 and 5.13 requires that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water runoff is controlled to ensure the development does not increase the risk of flooding. Condition 8 of the outline consent requires the provision of greywater and rainwater harvesting including the provision of a ground storage tank and permeable paving.

Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

The Council's Flood Risk/Drainage Officer raises no objection to the reserved matters application.

7.18 Noise or Air Quality Issues

NOISE:

Noise impact on hotel occupants would not normally be of concern with regard to hotel uses in respect of the development plan. However, given the very close proximity of this site to airport activity, a condition is attached to the outline consent to ensure the hotel is built to insulate from aircraft on noise. Furthermore, the plant area is set on the 6th floor, however is surrounded by louvers, which will prevent views into this space. The acoustic requirements for guest glazing and skylight glazing is such that it will also prevent acoustic noise issues between the plant areas and guest rooms.

AIR QUALITY:

The site falls within an Air Quality Management Area and, as such, A S106 contribution towards air quality management in the area has been secured via the S106 agreement.

7.19 Comments on Public Consultations

No consults were received from the general public.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These policies are supported by more specific supplementary planning guidance.

A S106 agreement to secure contributions towards transportation, air quality, training and employment and public realm improvements was signed as part of the outline consent.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment,

pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None.

10. CONCLUSION

Outline consent granted consent for the erection of a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements with all matters reserved.

The current application seeks approval of reserved matters of appearance, landscaping, layout, scale and access in relation to the outline permission.

The submitted scheme complies fully with the parameters approved at outline stage. The proposed design, finish and appearance of the building is considered acceptable in the context of the surrounding area. In relation to the layout, scale and access arrangements of the site, the hotel maximises the available footprint of the site while allowing considerable space for the diversion of existing services. The proposed hotel layout has primary public spaces and arrival areas located along Swindon Road as this is the closest point of access for pedestrians going to and from Terminal 4. Vehicle access to the site is possible only on Swindon Road, and the hotel drop off area is also located adjacent to the road. Under a separate application and through the legal agreement, it is proposed to connect the hotel to the existing elevated walkway which links Terminal 4 with the Hilton. Hotel guest rooms are proposed to ring the site forming an enclosed, internal atrium courtyard at the centre of the project and this enclosed atrium will be utilised for the hotel's main public spaces including lobbies, restaurant and bar. Interior landscaping and living walls are proposed to create a unique public space within the hotel and larger T4 Campus. The proposed layout and access are considered acceptable and no objection is raised in this regard.

In relation to the proposed landscaping, further planting and detail has been sought by the Landscape Officer, which will be reported in the addendum to the committee.

The decision granting outline consent included 16 pre commencement conditions covering materials, lighting, archaeology, contamination, sustainable drainage, traffic arrangements, provision of living walls, protection from air traffic noise, detailed hard and soft landscape

scheme, protection of the site from air pollution, provision of an ecological enhancement scheme, energy assessment, access strategy. These matters would form part of a separate condition discharge application.

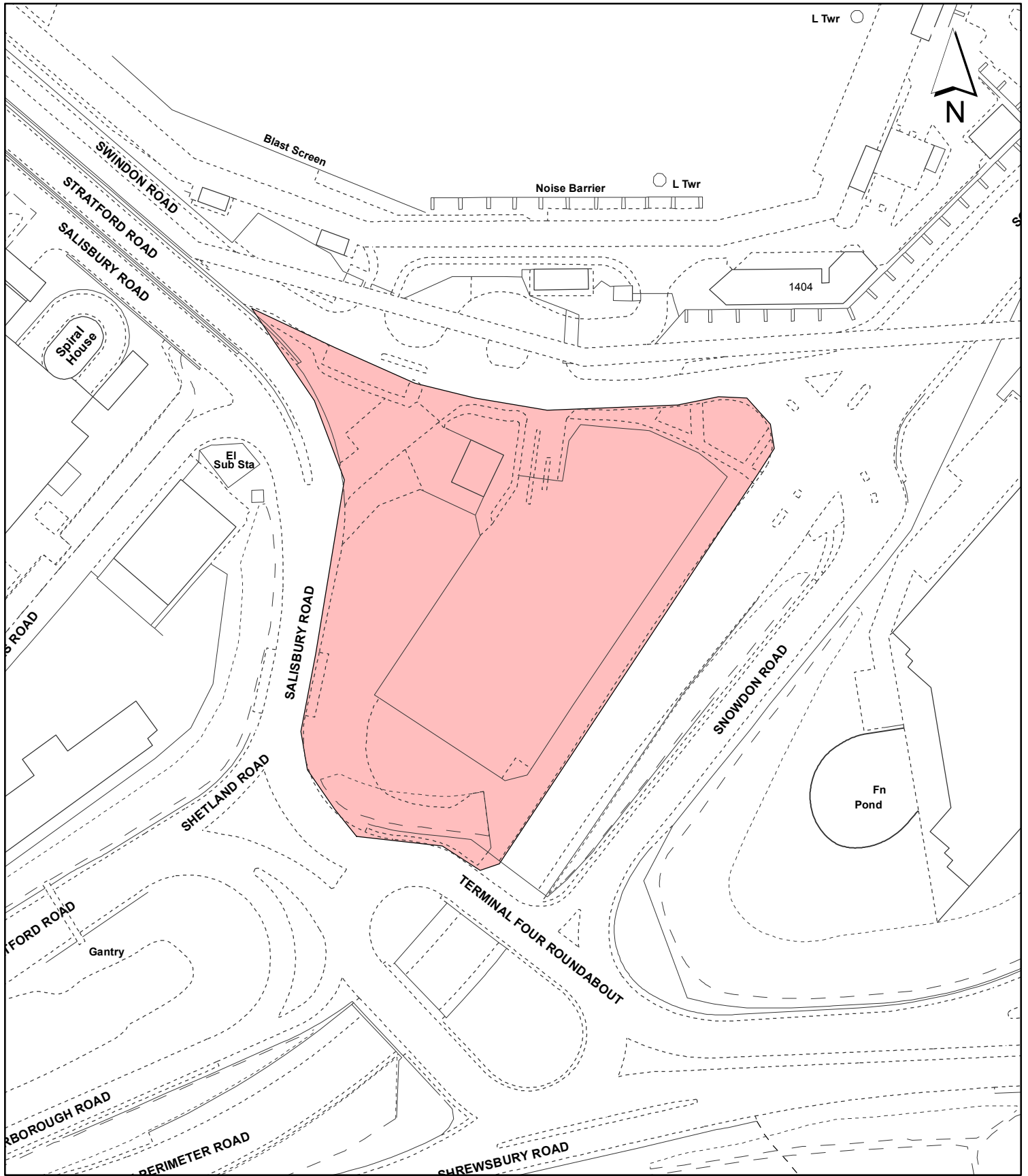
Subject to satisfactory landscaping amendments being received, the scheme is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)
London Borough of Hillingdon's Planning Obligations Supplementary Planning Document (July 2014)
London Plan (2016)
National Planning Policy Framework (March 2012)

Contact Officer: Charlotte Goff

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Former Contractor's Compound
South of Swindon Road
Heathrow Airport**

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

67622/APP/2016/3198

Scale:

1:1,250

Planning Committee:

Major Page 68

Date:

December 2016



HILLINGDON
LONDON

Agenda Item 10

Report of the Head of Planning, Sport and Green Spaces

Address BRIDGE HOUSE, DENBRIDGE IND. ESTATE OXFORD ROAD UXBRIDGE

Development: Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3)

LBH Ref Nos: 40050/APP/2016/852

Drawing Nos: 13035_(01)-E-001_Existing West and North Elevator
Bridge House D and A Statement Part 2
Bridge House D and A Statement Part 3
Bridge House D and A Statement Part 1
MA_3041_1001 Landscape Masterplan
MA_3041_2000 Landscape Masterplan Roof Level
MA_3041_2001 Level 7 Roof Terrace Illustrative Masterplan
13035_(03)-P-008_Proposed Roof Plan_PL2
13035_(03)-P-0B0_Proposed Basement Floor Plan_PL2
13035_(03)-X-001_Proposed Site Section_PL2
13035_(03)-X-002_Proposed Section_PL2
13035_Bridge House_Area Schedule_Planning Submission
13035_(03)-E-001_Proposed West Elevation_PL2
13035_(01)-E-002_Existing East and South Elevator
13035_(01)-P-001_Existing Typical Floor Plan_PL2
13035_(01)-X-001_Existing Bridge House Section_PL2
13035_(03)-E-002_Proposed North Elevation_PL2
13035_(03)-E-003_Proposed East Elevation_PL2
13035_(03)-E-004_Proposed South Elevation_PL2
13035_(03)-E-005_Proposed Multi Storey Car Park E
13035_(03)-P-001_Proposed First Floor_PL2
13035_(03)-P-002_Proposed Second Floor Plan_PL2
13035_(03)-P-003_Proposed Third Floor Plan_PL2
13035_(03)-P-004_Proposed Fourth Floor_PL2
13035_(03)-P-005_Proposed Fifth Floor Plan_PL2
13035_(03)-P-006_Proposed Sixth Floor Plan_PL2
13035_(03)-P-007_Proposed Seventh Floor Plan_PL2
Site Access Survey Summary
MA_3041_1000 Rev F Illustrative Masterplan
13035_(03)-P-0G0_Proposed Ground Floor Plan_PL4
13035_(03)-S-001_Proposed Location Plan_PL3
MA-3041-3000 Rev A Landscape Section A
MA-3041-3001 Rev A Landscape Section E
MA-3041-3002 Landscape Section C
13035_(03)-S-002_Proposed Site Plan_PL5

Date Plans Received: 29/02/2016

Date(s) of Amendment(s):

11/10/2016

Date Application Valid: 08/03/2016

29/02/2016

02/11/2016

02/08/2016

**Major Applications Planning Committee - 6th December 2016
PART 1 - MEMBERS, PUBLIC & PRESS**

DEFERRED ON 16th November 2016 FOR FURTHER INFORMATION .

This application has previously been presented to the Major Applications Planning Committee on the 16th of November 2016. The resolution of the Committee on the 16th of November 2016 was to defer the application as Members required further information on the proposed highways mitigation measures.

Following Planning Committee's resolution to defer the application a meeting was held between the Applicant's Transport Consultants and the Council's Highways Engineers on the 21st of November 2016. Subsequent to this meeting the Applicant has confirmed acceptance of the requirement to increase the obligation towards improvements to the local highway network from £150,000 to £500,000. This contribution remains independent of other contributions sought to mitigate the impact of the development, such as the £150,000 contribution towards public realm improvements and £30,000 toward improvements to the canal/towpath.

The applicant has also provided an additional plan to show potential highways mitigation works (plan reference MBSK161122-1).

Following the meeting on the 21st of November 2016 the Council's Highways Engineer has provided the additional comments below:

'Following the deferment of this application from the last committee held on 16th November 2016, the developer's traffic consultants arranged a meeting with the Council highways engineers.

The outcome was that their client is seeking a resolution before the end of the year and a transport study of the highway network involving traffic surveys and modelling could take up to 6 months to complete.

In view of this they are agreeable to a sum of £ 500,000 for highway mitigation works. The study would have to be carried out prior to commencement of the development.

Some ideas of possible highway mitigation works were presented to members at the last committee, and their viability is to be investigated by the developer. In the event that full mitigation is not achievable within the length of Oxford Road some mitigation works may have to be carried out further upstream in order to reduce journey times to the levels that existed before the development.

Considering the scale of the development, the amount now being offered provides us comfort that the end result could be achieved.'

In addition comments have been received from the Council's Partnerships and Business Engagement Manager:

'The proposed redevelopment of Bridge House on the Denbridge Industrial Estate, is very much welcomed from an economic development perspective. The original Bridge House was constructed in the late 1960's and whilst it has undergone considerable updating the building is now some 50 years old and very much of its age. It is noted that two of the town's major office complexes of a similar age and design, namely Charter Place and the former Allied Irish offices in Belmont Road have both undergone recent multi million pound refurbishments and expansions.

These developments both nearing completion reflect the current demand for open plan, flexible and above all quality office accommodation. The Bridge House development is planned with a

similar objectives in mind and once approved it would add further quality accommodation to Uxbridge's office sector.

Uxbridge continues to be the home of a number of household names who have their corporate or regional headquarters in the town, for example Hertz, Coca Cola, Xerox are all long term occupiers. And whilst the town continues to enjoy a good reputation in terms of its location and its excellent public transport connections, officers are keenly aware of the range of alternative options available to corporate organisations looking for good quality office accommodation in the West London and Thames Valley area.

In order to maintain and strengthen its position as a town that is great for businesses and residents alike a range of Uxbridge businesses with support from the Council are seeking to create the Uxbridge Business Improvement district, which all being well will be operational in 2017. One of Uxbridge BID's key tasks will be to promote the town as a destination for businesses and investors and the approval of the Bridge House scheme will afford another positive example of a town that supports and has confidence in its business sector.

Bridge House, in addition to adding further quality to the town's office accommodation portfolio and affording Uxbridge a landmark building on its Western border, will deliver a comprehensive training and employment scheme during the construction phase.'

Case Officer's comments:

Following the discussions between the Applicant's Transport Consultants and the Council's Highways Engineers and the increased contribution of £500,000 to highways mitigation the application is recommended for approval subject to the above amendment to the proposed S106 legal agreement and originally proposed conditions.

1. SUMMARY

This application seeks full planning permission for the demolition of an existing office building (Use Class B1(a)) and multi-storey car park and the redevelopment of the site to provide a new office (Use Class B1(a)) of 22,875 sqm, associated multi-storey car park and cafe (Use Class A1/A3) of 87 sqm plus landscaping and improvement works to the adjacent canal towpath.

The site fronts onto Oxford Road (A4020) and is between the River Colne and the Grand Union Canal. The site is within, but on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area.

It is considered that the proposed development would result in an acceptable visual impact on the visual amenities of the site, the wider area, the adjacent Green Belt and Conservation Area, and the nearby listed building. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds.

The development proposals accord with the saved Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF and, accordingly, approval is recommended subject to conditions and the completion of a S106 Legal Agreement.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to:

A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008,

B) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

- 1. Highway Works: S278/S38 for required Highways Works**
- 2. Contribution towards improvements to the local highway network with an upper limit of £500,000, plus a transport appraisal to include modelling of the local network prior to commencement of the development.**
- 3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.**
- 4. Employment Training Initiatives**
- 5. Refuse & Delivery Management Scheme**
- 6. Canal Towpath/Canal and River Trust, as follows;-**
 - a) £30,000 Contribution towards improvements to the Canal Towpath/Canal and River Trust, including a management scheme for the future maintenance of the Towpath;**
 - b) a survey of the condition of the waterway wall and schedule of the repairs;**
 - c) submission of details for approval relating to improved access to the canal and its towpath, and for the opening up of the canalside area.**
- 7. Travel Plan: to include £20,000 Bond**
- 8. Public Realm Contribution of £150,000**
- 9. Off-site sustainability contribution of £95,400 to a carbon fund.**
- 10. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

C) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

D) That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

E) If the Legal Agreements have not been finalised by 31st March 2017 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (relating to highway works (including Travel Plan), construction training, employment training, project management, refuse and delivery management scheme, works to the canal towpath, a public realm improvement contribution, off-site sustainability contribution and project management and monitoring fee). The proposal therefore conflicts with policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations

SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

F)That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

G)That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning and Enforcement prior to issuing the decision.

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers;

13035_(03)-S-001_Proposed Location Plan_PL3
13035_(03)-S-002_Proposed Site Plan_PL5
13035_(03)-P-0B0_Proposed Basement Floor Plan_PL2
13035_(03)-P-0G0_Proposed Ground Floor Plan_PL4
13035_(03)-P-001_Proposed First Floor_PL2
13035_(03)-P-002_Proposed Second Floor Plan_PL2
13035_(03)-P-003_Proposed Third Floor Plan_PL2
13035_(03)-P-004_Proposed Fourth Floor_PL2
13035_(03)-P-005_Proposed Fifth Floor Plan_PL2
13035_(03)-P-006_Proposed Sixth Floor Plan_PL2
13035_(03)-P-007_Proposed Seventh Floor Plan_PL2
13035_(03)-P-008_Proposed Roof Plan_PL2.
13035_(03)-E-001_Proposed West Elevation_PL2
13035_(03)-E-002_Proposed North Elevation_PL2
13035_(03)-E-003_Proposed East Elevation_PL2
13035_(03)-E-004_Proposed South Elevation_PL2
13035_(03)-E-005_Proposed Multi Storey Car Park
13035_(03)-X-001_Proposed Site Section_PL2
13035_(03)-X-002_Proposed Section_PL2
MA_3041_1000 Rev F Illustrative Masterplan
MA_3041_1001 Landscape Masterplan
MA_3041_2000 Landscape Masterplan Roof Level
MA_3041_2001 Level 7 Roof Terrace Illustrative
MA-3041-3000 Rev A Landscape Section A
MA-3041-3001 Rev A Landscape Section B
MA-3041-3002 Landscape Section C;

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Design and Access Statement February 2016

Planning Statement

Environmental Assessment April 2013

Verified Views February 2016

Landscape Strategy February 2016

Historic Environment Assessment January 2016

Construction Ecology Management Plan (RT-MME-119773-04)

Demolition and Construction Logistics Appraisal February 2016

Daytime Bat Survey (RT-MME-119773-02)

Drainage Management Plan October 2015

Ecological Assessment (RT-MME-119773-01)

Energy Strategy Rev E

Flood Risk Assessment 2015

5 Year Habitat Management Plan (RT-MME-119773-06)

Sustainability Appraisal Rev E

Site Access Survey Summary

Arboricultural Survey (RT-MME-119773-03)

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure that the development complies with the provisions of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of glazing, decorative brickwork, high level plant, balustrades and means of enclosure, signage, details of the main entrance and construction of the timber cladding and fins, external terracing and ramps have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images plus maintenance plans.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including 21 disabled parking spaces, 111 electric vehicle charging spaces, 48 passive charging spaces and 35 motorcycle spaces)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as furniture)

3. Living Walls and Roofs

3.a Details of a scheme for the inclusion of living walls, roofs and screens. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule for a minimum period of 5 years.

4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

7 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

8 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

9 NONSC Accessible Shower

Prior to the commencement of development a scheme for the inclusion of a minimum of one accessible self-contained shower cubicle designed in accordance BS 8300:2009, 12.4 and figure 50, shall be submitted to and approved in writing by the Local Planning Authority. It would be acceptable to be an accessible toilet cubicle and self-contained shower cubicle. The development must proceed in accordance with the approved scheme.

REASON

To ensure that the development is in accordance with London Plan Policy 3.1 and the Council's 'Accessible Hillingdon' Supplementary Planning Document.

10 NONSC Ecology Enhancements

Prior to the commencement of development a scheme for the inclusion of measures to promote and support flora and fauna shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include detailed landscaping and ecology enhancement plans for the boundary that includes the banks of the River Colne. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat in close proximity to the bank of the River Colne. The development must proceed in accordance with the approved scheme.

Reason

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

11 NONSC Roof Plan/PVs

Prior to the commencement of development a roof plan showing the incorporation of 400m² of PVs across the development in line with the energy strategy (Rev E, Hoare Lea, February 2016). The plan shall be accompanied by detailed specification of the PVs and a monitoring regime including the reporting of annual carbon savings from the PVs to the Local Planning Authority. The development must proceed in accordance with the roof plan and supporting details.

Reason

To ensure the development contributes to a carbon reduction saving in accordance with Policy 5.2 of the London Plan.

12 COM14 No additional internal floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

13 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall clearly demonstrate how it, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- b) Capacity of Receptors
 - i. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
 - ii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
 - iii. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;
- c) Minimise water use.
 - i. incorporate water saving measures and equipment.
 - ii. provide details of how rain and grey water will be recycled and reused in the development.
- d) Long Term Management and Maintenance of the drainage system.
 - i. Provide a management and maintenance plan
 - ii. Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
 - iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
 - iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- f) From commencement on site
 - i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding, surface water is handled as close to its source as possible and to conserve water supplies in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies 5.12, 5.13 and 5.15 of the London Plan (March 2016) and the National Planning Policy Framework.

14 COM30 Contaminated Land

- (i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:
 - (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate

all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 N12 Air extraction system - noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be fully implemented before the development is occupied/the use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012) and London Plan (2016) Policy 7.15.

16 NONSC Construction Environmental Management Plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air

quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan (November 2012) and London Plan (2016).

17 OTH2 Archaeology

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of any remains prior to development, in accordance with Policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 7.8 of the London Plan (March 2016) and The National Planning Policy Framework.

18 NONSC Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Plan has been submitted to and approved in writing by the Local Planning Authority.

The submitted plan shall include details of:

-Management of any flat/shallow pitched/green roofs on buildings may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless submitted to and approved in writing by the Local Planning Authority.

Reason:

It is necessary to manage the flat roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

INFORMATIVES

1 I52 **Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

- | | |
|------|--|
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7 | Consideration of traffic generated by proposed developments. |
| AM8 | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes |
| AM9 | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities |
| AM11 | Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services |
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards. |
| AM15 | Provision of reserved parking spaces for disabled persons |
| BE4 | New development within or on the fringes of conservation areas |
| BE8 | Planning applications for alteration or extension of listed buildings |
| BE10 | Proposals detrimental to the setting of a listed building |
| BE13 | New development must harmonise with the existing street scene. |
| BE15 | Alterations and extensions to existing buildings |
| BE18 | Design considerations - pedestrian security and safety |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE25 | Modernisation and improvement of industrial and business areas |
| BE26 | Town centres - design, layout and landscaping of new buildings |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
Proposals for industry, warehousing and business development |

LE1	
LE6	Major officer and other business proposals in town centres
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LPP 2.15	(2016) Town Centres
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.25	(2016) Increasing the use of the Blue Ribbon Network for passengers and tourism
LPP 7.26	(2016) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 7.3	(2016) Designing out crime
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

3

a) The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability.

The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people

b) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

c) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

d) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

4

The Council's Waste Management Officer has provided the following guidance:

Office Accommodation

a) The proposal is for a large commercial office building. As the waste is from a commercial premise the site operators have a Duty of Care to contain the waste safely until it is collected by a licensed waste carrier.

b) The waste produced from the premises could either be contained in 1,100 bulk bins, the dimensions of which are given in the table below:-

Bin Size - 1,100 litre Eurobin

Height - 1370mm

Depth - 990mm

Width - 1,260mm

c) Alternatively either 12 cubic yard front end loader bins, or 40 cubic yard roll on-roll off bins could be used to contain the waste arising. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away, which is good practice.

d) The anticipated volume of waste could be calculated by multiplying anticipated number of employees by 50 litres.

f) Recyclable waste should be separated; in particular glass, paper, cardboard, metal

cans, plastic bottles and possibly food waste. Some of the waste containers must be allocated to collect recyclable items, which is good practice.

g) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

h) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

i) If using 1,100 litre bulk bins the gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard). If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

Cafe

a) The application includes the provision of a restaurant and cafe. I would recommend 1 x 1,100 litre type of bulk bin to safely and hygienically contain the waste arising from this type of business. The same considerations as described in b), h) and i) would apply to using this type of container. Alternatively the operators of the cafe could use bin provision provided by the occupiers of the office accommodation.

5

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and

(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

6

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licenses where applicable from Natural England before the removal of nests and eggs.

7

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk.

8

Under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Colne, designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime will move into the Environmental Permitting Regulations and become Flood Risk Activity Permits. The charges for the new Permits will be different and some lower risk activities may be Excluded or Exempt from the Permitting Regulations.

9

1. The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-andour-code-of-practice>).

2. The applicant/developer is advised that any encroachment, oversail of or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement.

3. The applicant/developer is advised that any surface water discharge into waterspace belonging to the Canal & River Trust will require written consent, and they should contact the Canal & River Trust's Utilities team, Nick Pogson for further information (nick.pogson@canalrivertrust.org.uk).

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The broader island site is currently occupied by 3 buildings: Bridge House, Waterside and Riverview all of which are occupied by Xerox, owned by L&G and have direct access from Oxford Road. The application site includes the existing Bridge House building to the north of the site that is in a prominent position on Oxford Road, considered to be a 'gateway' site into Uxbridge. The building is 6 storeys in height plus an additional storey of plant and provides GIA 9,009 sqm (GEA 10,199 sqm) of office use plus a small existing ancillary cafe on the ground floor. To the south of Bridge House is a multi storey car park providing 246 car parking spaces, plus 30 surface car parking spaces (including 5 disabled spaces), which also sits within the boundary of the current application. Bridge House was constructed in 1967 and was reclad around 1998.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road.

The site is within, but on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area. The majority of the site has a PTAL rating of 2, however the north eastern corner has a PTAL rating of 3. The site is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

The Proposal is for the demolition of the existing office building (Use Class B1(a)) GIA 9,009 sqm (GEA 10,199 sqm) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a)) Office GIA 20,646 sq m (GEA 22,874 sqm), Cafe GIA 71 sqm (GEA 87 sqm) and associated multi-storey car park, surface parking and landscaping works.

There are two principal parts to the development; The new Bridge House would be an 8 storey (plus basement) office building and an adjacent 7 floor split level multi-storey car

park.

The new office building would replace the existing Bridge House and increase the office provision by GIA 11,637 sqm. The building would utilise a modern design to provide contemporary office accommodation. There have been lengthy pre-application discussions on the proposals that have contributed towards the final submission. The building would incorporate a three storey projection on the western elevation with timber fins and bronze cladding. This would be replicated to a lesser degree on other elevations. These protruding wrap around elements would be heavily glazed to provide floor to ceiling glazing in these areas maximising daylight to the office plate with the fins preventing any glare or overheating from low lying afternoon sun. A fully glazed atrium runs through the core of the building and aims to bring in light to the heart of the deepest part of the office floor plate. A new cafe is proposed on the ground floor of the office building that would face out onto the landscaped towpath.

The car park building would be linked at each floor level to the new Bridge House. It would be clad with vertical timber slats that have a random spacing layout to give it a more free flowing design, improving the visual impact of this functional structure. The openings between the timber slats would allow views through the car park as per the existing structure and also allow for it to be naturally ventilated.

The parking quantum on the site will be increased to 405 car parking spaces, which relates to an increase of 129 spaces over the existing provision. Included within the 405 spaces are 21 disabled parking spaces. Also proposed are 111 Electric vehicle charging facilities to be installed, with a passive option for up to 48 more charging facilities to be installed in the future.

Cycle parking facilities would be improved to provide 187 spaces with 28 showers and changing facilities, including 198 lockers. Access arrangements from Oxford Road are also proposed to be improved to provide better turning facilities into and out of the site.

At present the site is bordered by the Grand Union Canal which has a tow path on its western bank. However there is no connection to the towpath from the site at present. Landscaping works are proposed to enhance the towpath and increase connectivity, allowing access from the site and the southern side of Oxford Road onto the towpath.

3.3 Relevant Planning History

40050/AA/98/1387	Xerox (Uk) Ltd 80	Oxford Road Uxbridge
	Erection and retention for a limited period of a two storey portable building for office use	
Decision:	04-09-1998	ALT
40050/N/95/1966	Rank Xerox, Bridge House	Oxford Road Uxbridge
	External alterations (recladding) to building	
Decision:	05-03-1996	Approved
40050/T/97/3024	Bridge House, Denbridge Ind. Estate	Oxford Road Uxbridge
	Installation of internally illuminated signage	

Decision: 07-04-1997 Approved

Comment on Relevant Planning History

The original Bridge House building is approximately 50 years old and the site has very limited recent planning history. Consent was granted under application reference 40050/N/95/1966 for External Alterations (recladding) to building on the 28-12-95.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.E1 (2012) Managing the Supply of Employment Land
PT1.E4 (2012) Uxbridge
PT1.E5 (2012) Town and Local Centres
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM6 (2012) Flood Risk Management
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.EM11 (2012) Sustainable Waste Management
PT1.HE1 (2012) Heritage
PT1.T1 (2012) Accessible Local Destinations
PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7 Consideration of traffic generated by proposed developments.

AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE6	Major office and other business proposals in town centres
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.15	(2016) Town Centres
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices

- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.15 (2016) Water use and supplies
- LPP 5.21 (2016) Contaminated land
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.7 (2016) Renewable energy
- LPP 6.12 (2016) Road Network Capacity
- LPP 6.13 (2016) Parking
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.9 (2016) Cycling
- LPP 7.13 (2016) Safety, security and resilience to emergency
- LPP 7.14 (2016) Improving air quality
- LPP 7.16 (2016) Green Belt
- LPP 7.19 (2016) Biodiversity and access to nature
- LPP 7.24 (2016) Blue Ribbon Network
- LPP 7.25 (2016) Increasing the use of the Blue Ribbon Network for passengers and tourism
- LPP 7.26 (2016) Increasing the use of the Blue Ribbon Network for freight transport
- LPP 7.27 (2016) Blue Ribbon Network: supporting infrastructure and recreational use
- LPP 7.28 (2016) Restoration of the Blue Ribbon Network
- LPP 7.3 (2016) Designing out crime
- LPP 7.30 (2016) London's canals and other rivers and waterspaces
- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 7.7 (2016) Location and design of tall and large buildings
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **13th April 2016**
- 5.2** Site Notice Expiry Date:- Not applicable

4th April 2016

6. Consultations

External Consultees

Consultation letters were sent to circa 30 local owner/occupiers on 10/03/16. The application was also advertised by way of site and press notices.

A single response to the proposal has been received that states 'we have no formal objection to the application'. However it does raise the following concerns:

- Increased traffic, especially during peak hours, leading to potential highway safety issues.
- Increased demand for public parking spaces due to insufficient parking
- Disruption to utilities
- Use of canal-side areas should be protected during demolition and construction
- Noise and disturbance during demolition and construction phases

Case Officer's comments:

Highways, parking and the impact of the proposal on neighbouring occupiers and the canal are covered within the body of the report. A concern regarding the supply of utilities is not deemed to be a material planning consideration in this instance.

GREATER LONDON AUTHORITY

Conclusions - London Plan policies on land-use principle, urban design, inclusive access, sustainable development-energy, flood risk management and transport are key strategic issues relevant to this application. Whilst the application is broadly acceptable in strategic planning terms, on balance, the application does not fully comply with the London Plan. The following changes might, however, remedy the above mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:

Land-use principle

The office redevelopment which accommodates the uplift in commercial floor space is strongly supported in strategic planning terms.

Urban Design

The proposals will deliver high quality, well-designed flexible workspace that will support London's function as one of the World's most attractive and competitive business locations. The design approach is supported.

Inclusive access

The proposed scheme accommodates inclusive design and all the proposed measures should be secured.

Sustainable development-energy

The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. While it is acceptable that there is little further potential for carbon dioxide reductions onsite, in liaison with the Council the applicant should ensure the short fall in carbon dioxide reductions, equivalent to 53 tonnes of CO₂ per annum, is met off-site.

Flood risk management

Whilst the recommended mitigation measures are supported, these should be secured to comply fully with Policies 5.12 and 5.13 of the London Plan. In addition the applicant is advised to consult The Lead Local Flood Authorities that oversee local surface water flood risk issues.

Transport

The proposed additional 135 car parking spaces and the methodology used to calculate trip generation are not supported. TfL is concerned about the impact of congestion on local roads, and how this will affect bus reliability. A full travel plan should be secured, enforced, monitored, reviewed and funded through the section 106 agreement in accordance with the London Plan.

Case Officer's comments:

The supporting comments on principle and design are noted. Measures related to inclusive access, sustainable development and flood risk management will be secured by condition or through a legal agreement with the developer. Concerns raised regarding transport are noted and the reduction in parking, additional survey work and Travel Plan requirements are covered in detail in section 7.10 of this report.

TRANSPORT FOR LONDON (TfL)

(Conclusions) TfL is currently not in a position to support the principle of the development due to the following reasons:

- a) An unacceptably high provision of car parking spaces that far exceeds the maximum London Plan standards
- b) Incorrect methodology for calculating predicted trip generation for the increase in office space due to the usage of sites from outside of the Greater London boundary
- c) Strong concerns over the robustness of junction modelling and the potential negative impact the site will have on the highway given the current sensitivity to any further volume of traffic
- d) Insufficient quantum of standard cycle parking spaces to meet the London Plan standards.

Case Officer's comments:

The above points are noted and the subsequent reduction in parking, additional survey work/methodology for calculating predicted trip generation and Travel Plan requirements are covered in detail in section 7.10 of this report.

BUCKS NEW UNIVERSITY

Our concern at present is around traffic flow in and out of the site during both the construction and operational phases of the development. Recently offices have become occupied close to our site in Uxbridge and this has led to long delays for our staff leaving in an evening. We have had reports from staff heading towards the M40 that it has added up to an hour to their commute home. As this development has only recently become occupied traffic volumes within the completed traffic assessments might now be outdated for the volume of traffic using the A4020, particularly at peak times.

As the proposed development is between our site and the M40, increases in traffic volumes leaving the development along the A4020 would affect our staff. As the proposal is to increase parking provision on the site from 276 to 416 spaces (+51%) traffic volumes will increase adding further congestion in the local area, particularly at peak times. If suitable traffic abatement measures could be implemented for the site entrance/exit onto Oxford Road then the University would fully support the proposal.

Case Officer's comments:

The University's full support the proposal subject to traffic is noted. The traffic concerns are covered in detail within section 7.10 of this report.

SOUTH BUCKS DISTRICT COUNCIL

The details of the scale of the existing buildings on this site are unclear and it appears that although

the maximum height of the proposed buildings would not exceed the maximum height of the existing buildings on this site, the existing buildings that do not front onto Oxford Road are at a lower height than the frontage building and so the proposed building would appear to result in additional bulk to the rear of the site.

Any additional bulk on this site would be more visible as viewed from the adjacent Green Belt and Colne Valley Park within South Bucks District and from the Green Belt within Hillingdon and from this stretch of the River Colne, which also comprises a Nature Reserve and it would not be possible to soften the impact of the proposed increase in bulk.

The Council is reminded of the need to assess the likely impact of additional vehicular activity manoeuvring onto and off the site and using Oxford Road.

The Council is also reminded of the need to assess the potential impact on any archaeological remains on this site, which is designated within the Hillingdon Unitary Development Plan as an Archaeological Priority Area.

Case Officer's comments:

The impact of the proposal on the surrounding area, highways and archaeology is considered within the body of the report.

METROPOLITAN POLICE

Section 5.16 of the Design and Access Statement (Secure By Design) is appropriate. No objections

NATIONAL AIR TRAFFIC SERVICES (NATS)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly NATS has no safeguarding objection to the proposal.

HEATHROW AIRPORT LIMITED (HAL)

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
-Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason:

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Informative

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licenses where applicable from Natural England before the removal of nests and eggs.

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

HIGHWAYS ENGLAND

No objection

THAMES WATER

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk.

HISTORIC ENGLAND/GLAAS

The National Planning Policy Framework (Section 12) and the London Plan (Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where necessary undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. Paragraph 139 says that non-designated heritage asset of archaeological interest demonstrably equivalent to a scheduled monument should be considered subject to the policies for designated heritage assets. Great weight should be given to such assets' conservation in accordance with NPPF paragraphs 132-134. The planning application involves major development including extensive new basements within Hillingdon Council's Colne Valley Archaeological Priority Zone and Uxbridge Archaeological Priority Area. These Local Plan policy areas are based on information held in the Greater London Historic Environment Record and

recognise the sensitivity and potential of the locality for buried archaeological remains primarily of two distinct periods:

1. Early prehistoric hunter-gatherer (Late Upper Palaeolithic/Early Mesolithic) occupation of which there is a significant concentration along the river Colne and a site of recognised national importance nearby at Three Ways Wharf. Such sites typically comprise scatters of worked flints, animal bone and charred plant remains with associated environmental evidence which represent the locations of hunting encampments. Well preserved undisturbed sites of this period are rare both in Greater London and across England and are critical to understanding re-colonisation and adaption to changing climate and natural environment at the end of the last Ice Age.
2. Medieval/post-medieval activity along the river and associated with the historic town of Uxbridge. The site lies alongside the London-Oxford highway where the medieval High Bridge crossed the Colne. Structural remains might be found of the bridge itself or associated water management structures such as mills. Timber structures could survive in waterlogged conditions in such a low-lying location adjacent to the river.

The applicant's historic environment assessment (HEA) submitted with the application has modelled the local topography indicating that the site lies on what would have been slightly higher ground adjacent to the main river floodplain - i.e. a similar location to the early prehistoric occupation at Three Ways Wharf and at the nearby former Sanderson Site and New Denham quarry in South Bucks District. I therefore agree with the HEA that there is moderate to high potential for early prehistoric remains of high to very high significance. If present, the auger survey indicates that such remains will probably lie at a depth of about 1.5 - 2.9 m below the existing ground surface. Intact medieval structures (such as remains of a mill) could also be considered of high significance. Whilst the foundations of the existing buildings would have caused some harm the experience at Three Ways Wharf site shows that meaningful nationally important archaeology can survive subsequent disturbance if that is localised (for example to piles). However, although the site's archaeological potential is high it must be acknowledged that the distribution of early prehistoric evidence across this landscape is by its very nature 'patchy' - it is simply not known at present whether the application site actually includes such a heritage asset or not.

The proposed construction of a large basement across much of the site would remove all archaeological interest within its footprint. I therefore conclude that the proposed development could cause significant harm to heritage assets of archaeological interest and specifically that there is a risk of substantial harm or the complete loss of a non-designated heritage asset of archaeological interest equivalent to a scheduled monument. Further information in the form of a field evaluation is therefore necessary to reach an informed judgement on the impact of this development on heritage assets of archaeological interest. The evaluation of a site such as this would normally take the form of a grid of archaeological test pits which would be excavated by hand below modern made ground and sieved/sampled to recover artefacts and environmental remains. From pre-application discussion I am aware that site access is problematic and of course the existing buildings provide a physical constraint. Nevertheless, the risk of substantial harm posed by the development (and particularly the basement) is such that planning permission should not be granted without a better understanding of the archaeological interest.

The nature and scope of evaluation should be agreed with GLAAS and carried out by a developer-appointed archaeological practice before any decision on the planning application is taken. In addition it would be helpful to examine the sediments from the auger cores, correlate them with information from nearby archaeological interventions and refine the wider topographical model presented of fig 16. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been better defined a recommendation will be made by GLAAS. As noted above, the NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. Therefore if archaeological safeguards do prove necessary,

these could involve re-design to preserve remains in situ e.g. reduction or removal of basements, re-use of existing piles. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal.

Case Officer's Comments:

Should the application be recommended for approval then a condition could be added to require the study/assessment requested by GLAAS. As such the lack of such an assessment is not deemed sufficient to warrant a reason for refusal of the proposal.

ENVIRONMENT AGENCY

We object to the granting of planning permission because the proposals fail to provide an 8m buffer zone between the River Colne. In addition the proposed development fails to restore the ecological value of the river corridor.

The site is partially affected by flood zone 3a and 3b (functional floodplain). Having reviewed the submitted proposed drawings the proposed development is located outside of these areas; we therefore have no concerns in relation to flood risk. The western boundary of the site is located adjacent to the heavily modified River Colne. In order to comply with the European Water Framework Directive (WFD) and the River Basin Management Plan (RBMP) we expect the development to comply with recommendations of the Catchment Plan. At this location there is an action for the following:

- Remove hard bed/banks. Replace with soft engineering solution if necessary.
- Increase sinuosity and morphological diversity
- Enhance in-channel, marginal aquatic and bank habitats and retain woody debris where possible
- Establish and manage riparian buffer zones

Objection - Inadequate buffer zone and ecological enhancements

We object to the proposed development because there is an inadequate buffer zone to the River Colne, in addition the proposed development as submitted due to the failure to restore the ecological value of the river corridor and River Colne, we therefore recommend that planning permission should be refused on this basis.

The National Planning Policy Framework (NPPF), paragraph 109 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Article 10 of the Habitats Directive stresses the importance of natural networks of linked habitat corridors to allow the movement of species between suitable habitats, and promote the expansion of biodiversity. River corridors are particularly effective in this way. Such networks and corridors may also help wildlife adapt to climate change.'

In this instance the proposed development would have an adverse impact on the wildlife corridor if an 8m buffer is not provided to the River Colne. In addition, the Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. We would expect the proposal to contribute towards the recovery of the River Colne by taking the opportunity to provide an 8m, natural buffer zone. Engineered river channels are one of the most severe examples of the destruction of ecologically valuable habitat. We seek to restore and enhance watercourses to a more natural channel wherever possible. No proposals have been included to enhance the banks of the River Colne and the habitat of the river channel. It is unknown whether the bank is natural or reinforced. If it is reinforced, we would expect to see it naturalised as part of any development on this site. There are water voles upstream and

possibly at this site, so this is particularly important for improving their habitat and range.

Paragraph 118 of the NPPF states that opportunities to incorporate biodiversity in and around developments should be encouraged. Policy EM3 (Blue Ribbon Network) of the Hillingdon Local Plan states that the council will 'continue to promote and contribute to the positive enhancement of the strategic river and canal corridors and the associated wildlife and habitats through the Biodiversity Action Plan and the Thames River Basin Management Plan, and developer contributions where appropriate. The Council will work with the Environment Agency and other interested bodies to continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals'.

Overcoming our objection

It may be possible to overcome this objection if the development:

1. Is moved back to provide a 8 metre-wide buffer zone measured from the bank top (defined as the point at which the bank meets the level of the surrounding land) alongside the River Colne.
2. Includes a scheme is submitted by the applicant demonstrating how the watercourse will be restored and enhanced to a more natural state and maintained as such thereafter.

The buffer zone will help to reduce shading, and should be free from all built development including lighting, hardstanding and parking. To reduce light spill into the river corridor outside the buffer zone, all artificial lighting should be directional and focused with cowlings to achieve a lux level of 0-2 within the buffer zone and river (for more information see Institute of Lighting Professionals (formerly the Institute of Lighting Engineers) "Guidance Notes For The Reduction of Obtrusive Light'.

Formal landscaping should not be incorporated into the buffer zone. The buffer zone should be planted with locally native species of UK genetic provenance and appropriately managed under an agreed scheme. The buffer zone and river corridor should form a valuable part of green infrastructure. Any scheme to provide a buffer zone will need to include a working methods statement detailing how the buffer zone will be protected during construction.

Flood Defence Consent

Advice to applicant

Under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Colne, designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime will move into the Environmental Permitting Regulations and become Flood Risk Activity Permits. The charges for the new Permits will be different and some lower risk activities may be Excluded or Exempt from the Permitting Regulations

Case Officer's comments:

Following discussions with the Environment Agency regarding the validity of their objections, covered in section 7.14 of this report, the EA have provided the following second response:

ENVIRONMENT AGENCY 2ND RESPONSE:

We would like to work with you to formulate a condition (similar to the one below) relating to the requirement of an 8m buffer which should include landscaping/enhancements and maintenance:

The proposed development will be acceptable if a planning condition is included requiring a scheme to be agreed to protect an 8 metre wide buffer zone around the River Colne.

Condition

No development shall take place until a scheme for the provision and management of an 8 metre wide buffer zone alongside the River Colne shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved

scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The schemes shall include:

- plans showing the extent and layout of the buffer zone.
- details of any proposed planting scheme (for example, native species).
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.
- details of any proposed footpaths, fencing, lighting etc.

Reasons

Development that encroaches on watercourses has a potentially severe impact on their ecological value. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This condition is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. The Natural Environment and Rural Communities Act which requires Local Authorities to have regard to nature conservation and article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.

Case Officer's comments:

The Council's Sustainability Officer has proposed a condition which seeks to improve the ecological value of the development proposals. For the reasons set out in Section 7.14 of this report there is considered to be insufficient justification in planning terms to prevent any development within the 8m buffer zone.

(MIDDLESEX BRANCH OF) THE INLAND WATERWAYS ASSOCIATION

Our principal interest is the relationship between the proposed development and the adjoining Grand Union Canal. The existing office is already very prominent six-storey building at the Oxford Road bridge crossing over the Grand Union Canal. We strongly object to the planning application for the following reasons:

- The application proposes that the gross internal area of the existing offices is more than doubled in size (an increase of 129% over the existing GIA).
- The larger office building results in an extra floor level and the overall height being increased by 4.5 metres (15ft).
- In addition the proposed office building also has a much longer frontage to the canal and has projections (at second, third, and fourth floor levels), which extend much closer to the towpath than the existing building.
- The proposed office building will be some two storeys higher than Prospect House on the other side of the canal.
- The existing multi storey car park (246 cars) next to the canal is on three levels and as the footprint of the proposed new multi storey car park (390 cars) is squeezed to the southern end of the site by the extended office building the new car park will have 6 levels and be 9.1 metres (30ft) higher than the existing car park.
- The increased height and length of the frontage will have the effect of enclosing the canal in a narrow corridor of space and reducing afternoon solar penetration at towpath level.
- The proposed scheme is an over development of the site and as a result will have a very negative impact on the canal and the adjoining Uxbridge Lock Conservation Area.

Case officer's comments:

The impact of the development proposals on the adjacent canal are discussed in Section 7.07 of this report.

CANAL AND RIVER TRUST

Height along canal

We are concerned that the proposed office building will be taller, and closer to the canal, than the existing building, and with the existing office development on the opposite side of the canal, could create a canyoning effect. We also do not support the additional height of the multi-storey car park, which presents a blank frontage to the canal. We generally do not support the principle of car parking along the canal frontage, as this is a poor neighbour to the canal and towpath, with little opportunity for interaction or overlooking.

Access to canal

We support the improved access to the canal and its towpath, and for the opening up of the canalside area. We also support the proposed location of a cafe on the canal side, which will add animation to the towpath, provide a canal side destination and offer passive surveillance of the water. The applicant should be aware, however, that any new accesses onto the canal towpath will require an agreement with the Trust's Estates team.

Basement Carpark Ventilation

We note that grills from the carpark ventilation are proposed to be located against and within the canalside landscaping. We are concerned that the detail of these will be important and have an impact on the canalside, so should be incorporated into the landscaping scheme. Also, there must be no mechanical ventilation on the canalside.

Landscaping

While we are supportive of the application's proposal to improve the landscaping along the canal edge, and for this to be incorporated into the application, we have not yet agreed the specific detail of this, and would like any subsequent permission to require further consultation and agreement with the Trust, with the involvement of our Urban Design team.

It is also not clear from the application, how this will be maintained going forward. The Trust has a limited maintenance programme with our landscape contractors, and the illustrated works may require some additional resources, which it may be more appropriate for the future tenant to take on. We have therefore requested a further planning condition to agree details of the canalside landscaping with the Trust, to include a maintenance schedule.

Lighting

Minimal lighting should be installed near the canal, and any lighting near the canal should be bat friendly, avoiding spillage onto the canal waterway. It is recommended that bat friendly lighting is used throughout the development to encourage local bat populations.

Other Environmental matters

We have asked for further information on whether a ground contamination investigation has been conducted for the site, and would be pleased to receive any information on this.

We would also like to see a Construction Environmental Management Plan for the proposal, although we accept this may only be produced once the main contractor has been appointed. We have therefore requested a condition regarding this.

Offsite works

In addition to the proposed towpath works within the red line boundary, we would request a financial contribution towards towpath works in the vicinity of the site, to ensure there is not an obvious 'start and finish' to the towpath alongside the development. This amount may depend on the scope of proposed works to the towpath, however, as we estimate that standard resurfacing will generally be

in the region of £150 per linear metre.

If the Council is minded to grant planning permission, it is requested that the following conditions and informatives be attached to the decision notice:

Conditions

Construction Environmental Management Plan

Prior to the commencement of development hereby permitted, a Construction Environmental Management Plan must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the ecology of the site and waterway.

Risk assessment

Prior to the commencement of development hereby permitted, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the waterway.

Landscaping

Notwithstanding the details submitted for the canalside landscaping, no development shall take place on site until full details of the proposed canalside landscaping scheme along the canal edge have been agreed in consultation with the Canal & River Trust, and submitted to and approved in writing by the Local Planning Authority. The landscaping scheme should include reference to plant species types, surface treatments, fences and walls, the proposed basement car park ventilation, any signage and information boards together with the means of on-going maintenance. The approved landscaping scheme shall be implemented by the first planting season after the development commences.

Reason: To mitigate the impact of the proposed development by improving the canal towpath and its boundary treatment. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for any planting.

Lighting

Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

Reason: In the interest of crime prevention, ecology, visual amenity and the waterway setting.

Waterway Wall

Prior to the commencement of the development hereby approved a survey of the condition of the waterway wall, and a method statement and schedule of the repairs identified shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Canal & River Trust. Details shall include treatment of the wall to improve its appearance, and removal of submerged waterway wall material from the river. The works identified shall be carried out in accordance with the method statement and repairs schedule by a date to be agreed in the repairs schedule.

Reason: In the interest of the structural integrity of the waterway wall, waterway heritage,

navigational safety and visual amenity.

Surface Water Drainage

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.

Waterborne Freight

Prior to the commencement of the development hereby permitted, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the waterways is not physically or economically feasible.

Reason: To encourage the use of the waterways for transporting waste and bulk materials in accordance with the London Plan.

Informatives

1. The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-andour-code-of-practice>).
2. The applicant/developer is advised that any encroachment, oversail of or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement.
3. The applicant/developer is advised that any surface water discharge into waterspace belonging to the Canal & River Trust will require written consent, and they should contact the Canal & River Trust's Utilities team, Nick Pogson for further information (nick.pogson@canalrivertrust.org.uk).

Case Officer's comments:

Conditions requiring contamination details, a construction environmental management plan, further landscaping and external lighting details and sustainable drainage are recommended to be attached to any planning consent. Conditions requiring a risk assessment of works adjacent to the canal and the use of Waterborne Freight are not deemed to conform to the requirements of paragraph 206 of the NPPF. A contribution towards enhancements to the canal side area is recommended as a requirement within the S106 that accompanies any consent. This would include a condition survey of the waterway wall.

CANAL AND RIVER TRUST (Contamination)

Thanks for this ground contamination report. This was produced in 2013 and it appears to form part of a due diligence review at the time, I assume in support of an acquisition. It is important to note that it has not been produced to support this planning application.

The report concludes the following:

'No further contaminated land assessment work is considered necessary for the current on-going commercial use of the site. It should be noted that further contaminated land assessment would be required in the event of redevelopment.'

Other particularly relevant comments are as follows:

- Given the presence of the permeable geology directly underlying the site, there is the potential for any mobile contaminants within soils to impact groundwater. Shallow groundwater within alluvial deposits underlying the site is likely to be in hydraulic continuity with the adjacent River Colne and Grand Union Canal.

- On the basis of the conceptual site model, the potential for contamination on the subject site to migrate and impact third party land cannot be discounted.

- The site has been subject to a history of potentially contaminative activities in particular a former mill, Timber Yard, depot, and warehouses. Typical contaminants may potentially include (but may not be limited to) metals, hydrocarbons and volatile organic compounds.

- Previous site investigations have found the site to be free from significant contamination. However, slight soil and groundwater contamination was identified; furthermore, the potential exists for further contamination to exist in areas not previously investigated.

- The report concluded that the site was not considered a significant source of contamination, on the basis that it was not being re-developed. This conclusion is not valid now as the site is being re-developed, and contaminants may therefore be mobilised (e.g. with the ingress of rainwater, percolation of contaminants down to the shallow groundwater & lateral migration of contaminated perched groundwater on-site) and new pollution pathways may be created (e.g. contaminated run-off from the site).

I would ask that the recommendations of this report be followed up as part of this planning application i.e. 'It should be noted that further contaminated land assessment would be required in the event of redevelopment.'

Case Officer's comments:

A condition requiring further details on dealing with contamination on the site is recommended to be attached to any planning consent.

Internal Consultees

FLOOD AND WATER MANAGEMENT OFFICER

The Flood Risk Assessment submitted shows the site lies in Flood Zone 1 and therefore the proposed development is acceptable. I have no objections to the in principle location of the development.

The pre-application meetings have been useful to achieve a sensitive landscaping and access design along two key Blue Ribbon Corridors, opening and encouraging the use of the River Colne and the Grand Union Canal to comply with the Blue Ribbon Policy for the Council.

However, there are concerns with the existing surface water strategy and that changes to the point of discharge may increase the risk to the River Colne. The current proposal to reduce run off from the site by 50% but to direct all that flow to the River Colne where it previously drained to the Canal is not considered to meet the requirements to reduce flood risk, particularly in an area as critical as this for flooding from the River Colne. Future plans to discharge this condition must control surface water run off to greenfield run off rates for the variety of return periods.

Condition:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall clearly demonstrate how it, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,

iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

i. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

ii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iii. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and grey water will be recycled and reused in the development.

d) Long Term Management and Maintenance of the drainage system.

i. Provide a management and maintenance plan

ii. Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding, surface water is handled as close to its source as possible and to conserve water supplies in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies 5.12, 5.13 and 5.15 of the London Plan (March 2016) and the National Planning Policy Framework.

Case Officer's comments:

Following further discussions between the applicant's drainage consultant and Hillingdon's Flood

and Water Management Officer the applicant has confirmed that they will meet the officer's requirements in their detailed sustainable drainage strategy pursuant to proposed Condition 13.

ENVIRONMENTAL PROTECTION UNIT

With regards to the above planning application I have no objections but recommend the following conditions and informative:

Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Construction environmental management plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

INF 20 Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under

Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155)

ENVIRONMENTAL PROTECTION UNIT (CONTAMINATION)

The report is a Phase 1 desk study and is comprehensive with data up to 2013. The desk study assesses Bridge House and its car park and also the wider site next to the application area west of the canal. I do not have any further site investigation data on this site. The Phase 1 desk study references some older site investigation reports in section 4.1. These date back to 1997 and 1998 and were reviewed by 'WSP' in 2003 concluding there was a low/medium risk. This is the level of risk concluded in the submitted new report. I recall the work and it may be in the Council records but I have been unable to access the old site investigations. As detailed in the report this general area of industrial land has a number of contaminative past uses. The industrial land was identified in our contaminated land strategy. The report indicates a depot, warehouse and a mill being present on the wider site after agricultural use ceased in 1938. Bridge House was built around 1973. There was more industry in the past on the eastern side of the canal adjacent to the site, and these nearby uses are listed in the report. On the site itself there has been a diesel storage which may have caused some contamination (3,630 litre storage tank and associated 750 litre day tank for back up power if needed to gas boilers).

The above report was carried out for due diligence in property investment matters. However the desk study is detailed and is as will be required under a planning permission given for the site. I think that there are unknowns as regards the ground investigation and further investigation is required. I would advise applying our contaminated land condition as below. The desk study will need to be submitted in compliance with the condition, it may require a slight change in text to be considered under the planning regime rather than as a due diligence document. The desk study's recommendations are based on liability and these will be different if made in consideration of a demolition and rebuild.

As regards the C&RT's officer's comments I would agree with the bullet points in that investigation is necessary. The 'WSP' desk study (Phase 1) does recommend investigation in the event of redevelopment. The other points seem reasonable as the alluvial deposits (Secondary B aquifer) could allow mobile contaminants to affect third part land particularly the water bodies, and there are likely typical contaminants from the past uses as indicated by the officer. It is correct that the new development can create pathways if there are new drainage systems including soakaways positioned near or in contaminated ground. I think the old investigations are from 1997 and 1998 and further investigation is probably likely to fill in gaps and update the reports to current standards, although I do not have the reports to hand. I think landfill gas was looked at in the area previously as there is a filled canal feeder on the east side of the canal where the greater amount of old industry was located, I recall some work on this side of the canal.

Overall I cannot see a problem with office redevelopment subject to a further ground investigation clarifying existing contaminant levels and updating the conceptual site model. The desk study requires an update in the light of the proposed redevelopment but is of a good standard and sufficient to support the planning application.

Contaminated Land Condition

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

WASTE OFFICER

I would make the following comments on the above application regarding waste management.

Office Accommodation

a) The proposal is for a large commercial office building. As the waste is from a commercial premise the site operators have a Duty of Care to contain the waste safely until it is collected by a licensed waste carrier.

b) The waste produced from the premises could either be contained in 1,100 bulk bins, the dimensions of which are given in the table below:-

Bin Size - 1,100 litre Eurobin

Height - 1370mm

Depth - 990mm

Width - 1,260mm

c) Alternatively either 12 cubic yard front end loader bins, or 40 cubic yard roll on-roll off bins could be used to contain the waste arising. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away, which is good practice.

d) The anticipated volume of waste could be calculated by multiplying anticipated number of employees by 50 litres.

f) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, plastic bottles and possibly food waste. Some of the waste containers must be allocated to collect recyclable items, which is good practice.

g) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

h) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

i) If using 1,100 litre bulk bins the gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard). If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

Cafe

a) The application includes the provision of a restaurant and cafe. I would recommend 1 x 1,100 litre type of bulk bin to safely and hygienically contain the waste arising from this type of business. The same considerations as described in b), h) and i) would apply to using this type of container. Alternatively the operators of the cafe could use bin provision provided by the occupiers of the office accommodation.

HIGHWAYS ENGINEER

The existing total current floor area is 16,759 sq m. (Bridge House 9009sqm, River View Building 3874 sqm, Waterside 3876sqm) The development proposal comprising the reconstruction of Bridge House will result in an additional area of 11,637 sqm.

Car Parking

There are 547 car parking spaces, 301 in the surface car park and 246 in the existing multi storey car park. An additional 129 car parking spaces are proposed bringing the total site provision to 676 spaces.

Two consecutive video surveys of the site access to record all movements into and out of the site were carried out on 18 and 19, July 2016. The maximum observed parking accumulation was 490 spaces (57 unused spaces) which would represent a demand ratio of 1 spaces/34.2 sq m. based on the total existing floor areas at the site. Based on the additional floor area the additional parking demand would be 345 spaces. The additional provision of 129 spaces plus the 57 unoccupied would restrict the demand to 159 spaces (345-129-57=159).

The Council's current parking standards permit a maximum of 1 space per 100 sq m of floor area. Notwithstanding the fact that the existing parking would be an over provision under current parking standards, considering the additional area on its own would permit 118 additional car parking spaces.

TfL are objecting to the level of parking being provided. It is worth noting that the development site is located just inside the borough boundary. If it were to be located just outside, the Bucks County

Council's current standards of 1 space per 25 sq.m could permit 471 spaces for the additional floor area or 942 overall, subject to being able to mitigate the impact of resulting higher trip generation on traffic congestion on the highway network and air quality issues.

The site as a whole has a PTAL rating ranging between 1b and 3. The Bridge House building is located in PTAL 3 and Riverview and Waterside buildings in PTAL 1b.

Around 51% of the trips are from the west, from the M40 and Buckinghamshire, and as such are unlikely to benefit much from the site's PTAL rating. Whilst not agreeing to accept the car parking demand in full, it would seem reasonable to consider a level of operational parking to make the site viable.

Cycle Parking

A total of 187 cycle parking spaces are to be provided which meet the London Plan standards together with 198 lockers and 28 showers. The cycle parking would need to be in a covered and secure location. The Council's cycle parking standards would require a minimum of 471 spaces which are considered to be excessive for this site.

Motorcycle Parking

35 motor cycle parking bays are being provided which comply with the Council's standards.

Accident Analysis

The Transport Assessment provides accident data for a 5 year period to 31/03/2014. A total of 6 accidents, all of low severity were recorded. 4 of these were at the site access. None of these could be attributed to any shortcomings in the highway infrastructure. These records are old, currently records up to 31/03/2016 are available and should be examined and any remedial action required should be undertaken.

Public Transport

Bus service 331 serves the site from Uxbridge station to Ruislip via Denham. TfL are not seeking any public transport contributions towards enhances to public transport.

Trip Generation

The recent traffic survey at the site access shows that during the PM peak the traffic flows on Oxford Road west bound are 11,766 pcu's (passenger car units) and eastbound are 10,450 pcu's. Vehicles leaving the site eastbound are 405 and west bound 160. During the AM peak traffic flows in Oxford Road, past the site access, are 937 pcus eastbound and 543 pcus westbound.

Site Access Junction (priority junction)

An assessment of the site access junction shows a current RFC (ratio of flow to capacity) of 0.79. With development it increases to 0.98 whilst the recommended acceptable figure is 0.85. The site access is being improved, providing separate left and right turn lanes at the exit from the site which should improve the RFC at this junction. This junction does not appear to present any significant concerns .

The existing right turn lane into the site is to be extended in length. This together with highway works at the site access should be covered within a S278 agreement.

A4020 Oxford Road/Sanderson Road (signal controlled junction)

This junction is currently heavily congested with saturation levels on the A4020 E of 121.2% and 168.7%, A 4020 W of 103.9%, the recommended maximum being 85%-90%. Similarly the PM peak saturation levels are 127.8% for A4020E and 143.7% for A4020W with very significant queues on the approaches on A4020 in both directions. No information has been received as to how the model has

been calibrated and validated. The developer's intended mitigation is to increase the cycle time of the signals at this junction in which neither LBH nor TfL have any confidence. This junction cannot be treated in isolation and we require a network model from the site access to the Mahjacks roundabout. This model could be linked to the modelling work being undertaken by RAF Uxbridge, to provide a robust picture of the traffic impact on the upstream junctions. In order to provide a robust assessment, modelling needs to consider all committed developments.

Revised trip rates have been derived taking into consideration the restricted proposed parking. However there is a surplus of 57 existing parking spaces which are likely to be occupied by the additional traffic and as such ought to be reflected in the trips rates.

In order to move forward we suggest the Section 106 should require the developer to carry out a study of the network, scope to be agreed with LBH, to be completed before commencement of development and a sum with an upper limit of £150,000 set aside for any mitigation works which ought to be completed prior to occupation. These costs are in addition to any other highway works, at and adjacent to the site access, already proposed by the developer and shown on plans.

SECTION 106 OFFICER

Suggested Heads of Terms:

1. Highway Works: S278/S38 for required Highways Works
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Employment Training Initiatives
5. Car Parking Allocation & Management Scheme.
6. Refuse & Delivery Management Scheme.
7. Construction Traffic Management Scheme
8. Financial Contribution Towards Improvements to the Canal Towpath/Canal and River Trust, including a management scheme for the future maintenance of the Towpath (subject to comments)
9. Travel Plan: to include £20,000 Bond
10. Public Realm Contribution
11. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

LANDSCAPE ARCHITECT

A Tree Survey, by Middlemarch Environmental has assessed the condition and value of 32No. individual specimens and 9No. groups of trees.

- There are no 'A' grade trees on the site.
- 8No. trees and 1No. group are rated 'B' (fair and worthy of retention).
- 24no. trees are 'C' grade and the remaining 5No. trees and 2No. groups are 'U' category - whose condition and value justify their removal in the interests of good arboricultural management.
- Several trees will be removed to facilitate the development and / or enhance the landscape layout. There is no objection to the removal and retention strategy and new or replacement tree planting forms an integral part of the landscape scheme.
- The new planting will provide visual amenity, ecological enhancement and better succession / age structure for the trees on site.
- The Design & Access Statement by Darling Associates, assesses the site context and describes the design process for the building and the wider site, which responded to pre-application discussion with the local planning authority.
- At 4.6 the design 'conclusion' for the Landscape Masterplan is illustrated. This drawing has, in fact, been superseded. (See drawings referred to below).
- On page 44, the three landscaped areas are highlighted: to the north the site frontage and links to the canal, to the east the canal frontage onto the towpath and, to the west, the treatment of the service road and riverside. However, these drawings do not represent agreed detailed layouts.

- At 5.13 (pp. 75- 80) sketches are provided by Macfarlane + Associates of some more detailed areas of study and illustrative materials which have been developed since our last meeting.
- In addition to the three ground level zones, an intensive green roof for use by tenants is indicated (p.80).
- The landscape design concept is described more fully in Macfarlane's Landscape Strategy.
- Detailed landscape drawings by Macfarlane include dwg Nos. MA.3041.1000, Landscape Masterplan (Illustrative) and 1001 Landscape Masterplan (Details), and dwg Nos. 2000, Level 7 /Roof Terrace (Illustrative Masterplan), and 2001, Floor 7 / Roof Terrace (Details). These drawings have been refined and generally respond to pre-application discussions.
- The application is supported by a 5 Year Habitat Management Plan, by Middlemarch Environmental, includes maintenance and management objectives for the areas of meadow and native planting.
- Middlemarch Environmental have also produced a Preliminary Ecological Assessment and a Construction Ecological Management Plan, whose recommendations should be adhered to.
- This application has been subject to pre-application discussions and the tree retention and landscape masterplan proposals reflect the outcome of the discussions.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals are implemented in accordance with the approved plans and supported by the appropriate documentation, to safeguard and enhance the natural and built environment.

Recommendation:

No objection, subject to the above observations and appropriate Landscaping, Materials and Tree Protection Conditions.

SUSTAINABILITY OFFICER

Energy

The development does not meet the London Plan target of 35% reduction in CO2 from a 2013 building regulation baseline. However, the applicant has achieved a total reduction of 23% and broadly justified the inability to achieve the remainder with limited scope for further photovoltaics than proposed. Other supporting low or zero carbon technology has been discounted and there is no reason to dispute these as the type of development does not lend itself well to alternative technologies (e.g. heat pumps and CHP).

As consequence, the development will be 53 tonnes short of the required savings. The alternative to onsite solutions is an offsite contribution as supported by Policy 5.2e of the London Plan.

The development is only acceptable with the following S106 contribution:

A sum of £95,400 shall be paid by the applicant on commencement of the development to the London Borough of Hillingdon. The contribution shall be a 'carbon reduction contribution' and shall be spent by the London Borough of Hillingdon on public buildings to broadly achieve the carbon shortfall of 53 tonnes elsewhere in the borough.

In addition to the above the following condition is required:

Condition

Prior to the commencement of development a roof plan showing the incorporation of 400m² of PVs across the development in line with the energy strategy (Rev E, Hoare Lea, February 2016). The plan shall be accompanied by detailed specification of the PVs and a monitoring regime including the reporting of annual carbon savings from the PVs to the Local Planning Authority. The development must proceed in accordance with the roof plan and supporting details.

Reason

To ensure the development contributes to a carbon reduction saving in accordance with Policy 5.2 of the London Plan.

Ecology

I have no objections to the proposed development subject to the following:

The site lies in close proximity to both the Grand Union Canal (a Metropolitan site of importance for nature conservation [Met SINC]) and the River Colne. With regards to the Met SINC, I support the request from the Canal and River Trust for S106 contributions to the Grand Union Canal. This contribution will in part help the development to mitigate for any additional Canal impacts.

The bank of the River Colne is partly included within the redline boundary. In order to satisfy the NPPF, London Plan Policies, Local Plan Part 1 policies, and emerging Part 2 policies, the development must demonstrate a positive contribution to the river corridor, including the banks and supporting land. The following condition is therefore required:

Condition

Prior to the commencement of development a scheme for the inclusion of measures to promote and support flora and fauna shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include detailed landscaping and ecology enhancement plans for the boundary that includes the banks of the River Colne. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat in close proximity to the bank of the River Colne. The development must proceed in accordance with the approved scheme.

Reason

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

Living Walls and Roofs

Living walls and roofs can improve air quality, operate as carbon sinks and be of importance for nature conservation. The following condition is therefore necessary:

Condition

Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

CONSERVATION AND DESIGN OFFICER

This site is particularly sensitive in conservation terms given its location adjacent to the canal, a non designated heritage asset and the Uxbridge Lock and Rockingham Bridge Conservation Areas. The Crown and Treaty Public House, a grade II* listed building and the Swan and Bottle Public House, a Locally Listed building, are also located close by. The site is sensitive with regard archaeology, as it lies both within the Uxbridge APA and the Colne Valley APZ.

At present the development site comprises a 6 storey modern office block (with an additional storey housing plant) and a 3 storey car park located immediately to the south, neither of any architectural merit or historic interest. To the north and east of the site are modern buildings that range from 5 to 11 storeys, hence this is a suitable location for a taller structure marking the gateway to the western entrance of the town centre. The current proposals have been subject to considerable pre-application discussions, and the design, scale and massing of the submitted scheme are in line with these discussions.

In terms of its potential effect on the setting of the adjacent heritage assets, it is considered that the structures would not impact negatively on either of the conservation areas. They would be largely screened from Fasnidge Park by trees and when seen from this and the Uxbridge Lock Conservation Area, would be viewed against a backdrop of other large modern buildings. From the latter, the full bulk of the structures would not be immediately obvious given their north-south orientation.

It is considered that the impact on the setting of the listed building would be no greater than that of the existing buildings, as much of the new structures would be screened by the Stanza Building (no. 97 Oxford Road). Whilst taller on the Oxford Road frontage, their orientation would mean that they would not have any significantly greater impact on the setting of the Locally Listed Public House than that existing. Views from the public footpath across the open fields in the adjoining borough have been considered. These are long views and the new structure would be some considerable distance away. At present the current 6 storey building is fairly well screened by very large trees, some evergreen and the views are towards an established quite urban skyline. The new structures will of course be more visible, but the change would not be significant enough to detract from the skyline or the open character of the adjoining spaces.

Overall, whilst taller and larger in terms of bulk than the existing structures, the design of the proposed buildings is considered to be a significant improvement on that existing. Care has been taken with the treatment of the facades, with an interesting use of angled elevations and projecting elements that help "break up" the mass of the structures. A view through to the canal will be achieved through the double height atrium and the proposed materials will be sympathetic to the surroundings, and similar to those of the adjacent Stanza building. The scheme will provide canal side improvements, in terms of landscape and greater access to the water side areas, and also a more active frontage along Oxford Road with improved planting.

It is important that any archaeological issues are resolved to the satisfaction of GLAAS.

If agreed, we will need to ensure that appropriate conditions are included that cover the external appearance of the buildings, in particular samples of materials to be submitted for agreement, details of the glazing, decorative brickwork detailing, high level plant, balustrades and means of enclosure, signage, details of the main entrance and construction of the timber cladding and fins. We should ensure that there is a maintenance plan in place re the timber cladding to both structures to ensure that it remains in good condition. The design and materials of the external terracing and ramps will also need to be covered.

ACCESS OFFICER

The proposal to develop a new office and multi-storey car park would necessitate the demolition of an existing office building. The Design & Access Statement makes reference to 416 car parking spaces of which 21 would be designated accessible bays.

The main approach to the building would be from Oxford Road which is said to have been designed to achieve level access using paving materials with slip resistance properties. There would be a secondary entrance via the canal path which would have steps and a compliant ramp necessary to

overcome a significant level change.

The proposed building would be accessed via two sets of revolving doors, but a pass door is shown on plan to facilitate access by wheelchair users and others for whom negotiating a revolving would be difficult. Access to the lift with the main core is from basement car park which is understood would achieve a clear head height of 2.6m.

Internally, the key principles of inclusive design appeared to have been followed. An accessible toilet is shown on plan within the main floor plates and, on the ground floor, within the ancillary cafe. Provisions include lift access to all floors, accessible toilets, an understanding of the need to provide non-reflective flooring, refuge areas and vision panels.

It is however noted that there is no intention to provide a fully accessible showering facility. Given the scale of development, and as such facilities would be available to non-disabled people, the council is obliged under its Equality Act 2010 duties to require such provision:

Therefore:

A minimum of one accessible Self-contained shower cubicle designed in accordance BS 8300:2009, 12.4 and figure 50, should be provided. It would be acceptable to be an accessible toilet cubicle and self-contained shower cubicle. However, careful consideration should be given to its location so that it would be convenient to use by disabled members of staff.

Recommended Informatives

a) The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability.

The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people

b) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

c) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

d) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

Conclusion: acceptable, subject to a condition to secure the provisions set out in point 1 above.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 17 of the National Planning Policy Framework states that one of the core principles of the document is the "effective use of land by reusing land that has been previously developed (brownfield land)."

The proposal consists of the creation of a commercial office building and ancillary car park to replace an existing commercial office building with ancillary car park, together with the refurbishment and upgrade of landscaping. As such, the use of the site is not altering in character, and is considered to be a suitable use for a building within this setting.

The Greater London Authority have also commented that 'The office redevelopment which accommodates the uplift in commercial floor space is strongly supported in strategic planning terms.'

The principle of the proposal is therefore deemed acceptable.

7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

Conservation Areas

The Council's Conservation and Design Officer has been involved throughout the lengthy pre-application discussions for the proposals. They have reviewed the submitted details and raised no objections to the development, concluding that the proposed structures would not impact negatively on either of the nearby conservation areas.

Listed Buildings

The nearest listed building is the Grade II* Listed The Crown and Treaty Inn on Oxford Road this building is located approximately 150m to the east of the site. The Canal and modern office buildings lie between the listed building and the Proposal Site. It is considered that the separation is sufficient that the setting of the Grade II* Listed Building would not be adversely affected.

The Swan and Bottle Public House on the northern side of Oxford Road is locally listed. The Council's Conservation and Design Officer has concluded that the proposed structures would not impact negatively on this building.

Archaeology

The proposed development lies on the edge of the Colne Valley Archaeological Priority Area. The Greater London Archaeology Advisory Service was consulted as part of the application process and has reviewed the site and development proposals. They have raised an objection to the proposals based on the lack of a sufficient information. Whilst the requirement of a archaeological assessment is deemed appropriate given the potential archaeological value of the site, the lack of an assessment or further information is not deemed sufficient to warrant a recommendation of refusal of the application as such an assessment could be required by an appropriately worded planning condition should the application be approved.

7.04 Airport safeguarding

National Air Traffic Services and Heathrow Airport Limited were consulted on the proposed development and they have confirmed that they have no objections to the proposal subject to an appropriate condition regarding the implementation of a Bird Hazard Management Plan and supporting informative. As such, subject to the condition, the scheme is considered to have an acceptable impact on airport safeguarding.

7.05 Impact on the green belt

The application site is on the eastern bank of the River Colne. The land on the western bank and beyond is within South Buckinghamshire and is designated as Green Belt. The proposed development will have a slightly increased bulk when viewed from the Green Belt, however this increase is considered minimal and not to have a significantly greater detrimental impact on the Green Belt than the existing large scale buildings on the site.

The Council's Conservation and Design Officer has considered the visual impact from public footpath within the Greenbelt and provided the following comments:

'These are long views and the new structure would be some considerable distance away. At present the current 6 storey building is fairly well screened by very large trees, some evergreen and the views are towards an established quite urban skyline. The new structures will be more visible, but the change would not be significant enough to detract from the skyline or the open character of the adjoining spaces.'

As such the minimal impact of the proposals is not considered to be sufficient to warrant a recommendation for refusal of the proposals.

7.07 Impact on the character & appearance of the area

The proposed office development will replace an existing office building within a mixed use area that includes a number of other large scale multi storey buildings. The Council's Design Officer has reviewed the scheme and commented that neither of the existing structures have significant architectural merit. They go on to state that to the north and east of the site are modern buildings that range from 5 to 11 storeys, hence this is a suitable location for a taller structure marking the gateway to the western entrance of the town centre. The current proposals have been subject to considerable pre-application discussions, and the design, scale and massing of the submitted scheme are in line with these discussions. The Council's Design Officer concludes that the proposed buildings are considerable improvement on the existing structures. As such they would have a positive impact on the character and appearance of the area.

The impact of the proposals on the character of the Conservation Areas, are discussed above in section 7.03 of this report.

Impact on the Canal

The Canal and River Trust and the Middlesex Branch of Inland Waterways have raised concerns over the impact of the proposals on the adjacent canal and towpath area. The principle concerns revolve around the relationship of the development to the canal. The proposals have been described as potentially creating a 'canyoning effect' by the Canal and River Trust and as 'over development' by the Inland Waterways.

It is accepted that the development will increase the height of the existing Bridge House by approximately 6m and the multi storey car park by approximately 7m. The new office building would also have a slightly closer frontage to the canal. The development will invariably increase the dominance of what is already a significant frontage on to the canal. However, the context of the existing development and neighbouring buildings should be taken into account. There is already a 'canyoning effect' at present which runs for approximately 100m from the Oxford Road bridge. The length will not materially change. The increase in heights will not have a material adverse change to the current situation. Furthermore, the canal runs on a south-west axis ensuring that the direct sunlight will penetrate the length of the canal towpath to remove concerns over perpetual shading, although there will be a slight detrimental impact from the current situation.

The marginal impacts are partly offset by an improved canal frontage at ground level as recognised by the Canal and River Trust. However, the activity at towpath level will be related to peak office working times and therefore the benefits recognised by the Canal and River Trust will not be present all of the time.

Outside peak working times, this area of the canal will continue to be less attractive than the more open stretches. The development does not materially worsen the situation, and therefore a refusal on this basis would be difficult to support. Notwithstanding that, the Council and its partners seek net improvements through development. In this instance there is a direct relationship between canal and the development and improvements should be sought offsite if not deliverable onsite. As a consequence, a contribution of £30,000 to the Canal and River Trust is sought through the S106 to fund improvements along this stretch of the Canal that offset the harm that remains as a result of this development.

7.08 Impact on neighbours

The proposed buildings will replace existing buildings on the site within the same use classes. As such the proposed impact on neighbouring occupiers is considered to be minimal, especially as the site is separated from the surrounding buildings by the canal, Oxford Road and the River Colne.

The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road, approximately 72m from the proposed new building. As such the impact on residential occupiers is considered to be minimal.

7.09 Living conditions for future occupiers

The proposal is for an office building, accordingly there will be no future residential occupiers.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The parking quantum on the site will be increased to 405 car parking spaces, which relates to an increase of 129 spaces over the existing provision. Included within the 405 spaces are 21 disabled parking spaces. Also proposed are 111 electric vehicle charging facilities to be installed, with a passive option for up to 48 more charging facilities to be installed in the future. 35 motorcycle spaces are proposed.

TfL have raised a number of concerns with the proposal, including the view that there is an excess of parking proposed and that incorrect methodology has been used for calculating predicted trip generation.

The Council's Highway Engineer has been involved throughout the lengthy pre-application discussions on the proposals and has reviewed the submitted details, raising no objection to the proposals.

Car Parking and Trip generation

Following concerns raised by TfL on the accuracy of the methodology used to calculate trip generation, the applicant in discussions with the Council's Highways Engineer, arranged for further surveys to be conducted. TfL's objection was based on the location of the sites used to calculate trip generation, stating that the sites used were not comparable to the application site. Therefore two consecutive video surveys of the application site access to record all movements into and out of the site were carried out on 18 and 19, July 2016. It is worth noting that the surveys and consequent calculations cover the entire island site, rather than just the application site, as there is only one vehicular access off Oxford Road. The maximum observed parking accumulation for the whole island site was 490 spaces (57 unused spaces) which would represent a demand ratio of 1 spaces/34.2 sqm. based

on the total existing floor areas at the site. Based on the additional floor area the additional parking demand would be 345 spaces. The additional provision of 129 spaces plus the 57 unoccupied would restrict the demand to 159 spaces (345-129-57=159).

TfL are objecting to the level of parking being provided for the proposed new development. A total of 405 car parking spaces have been proposed which equates to approximately 1 space to 51sqm. This is above the maximum parking standards of 1 space per 100-600sqm for B1 office use in outer London under the London Plan parking standards.

However, notwithstanding the fact that the existing parking would be an over provision under current parking standards, considering the additional area on its own would permit 118 additional car parking spaces. In addition, it is worth noting that the development site is located just inside the borough boundary. If it were to be located just outside, on the opposite side of the River Colne, the Bucks County Council's current standards of 1 space per 25 sqm could permit 471 spaces for the additional floor area or 942 overall.

The new survey information has been provided subsequent to TfL raising their concern. The applicant has also reduced the level of parking to 129 spaces rather than the 135 initially proposed. These factors, plus the location of the site at the very limit of the Greater London Area, results in the conclusion that the level of parking being proposed is considered acceptable. The Council's Highway's Engineer has raised no objection to the proposal parking levels as submitted.

Cycle Parking

A total of 187 cycle parking spaces are to be provided which meet the London Plan standards. The cycle parking would need to be in a covered and secure location. The Council's cycle parking standards would require a minimum of 471 spaces which are considered to be excessive for this location. Whilst TfL have objected to the use of 'Brompton' (folding) cycle storage facilities, a condition could be added to the consent to control the type of cycle storage provided. TfL have also noted that the applicant could enter into a Travel Plan scheme to provide/subsidise the use of Brompton/foldable bikes for staff. A Travel Plan is recommended to be secured through the S106 Agreement should the application be approved.

Complementing the cycle parking, a total of 198 storage lockers will be provided, along with 28 showers. The Council's Highway Engineer and TfL are satisfied with the quality and location of these facilities.

Motorcycle Parking

35 motor cycle parking bays are being provided which comply with the Council's standards.

Mitigation Works

In order to mitigate the impact of the proposal on the local highway network, the Council's Highways Engineer has requested that the Section 106 require the developer to carry out a study of the network, scope to be agreed with the Council, to be completed before commencement of development and a sum with an upper limit of £150,000 set aside for any mitigation works which ought to be completed prior to occupation. These costs are in addition to any other highway works, at and adjacent to the site access, already proposed by the developer and shown on plans.

7.11 Urban design, access and security

Urban Design

The Greater London Authority were consulted on the proposed development and concluded that 'the proposals will deliver high quality, well-designed flexible workspace that will support London's function as one of the World's most attractive and competitive business locations. The design approach is supported.'

Security

The Metropolitan Police Designing Out Crime Officer was consulted as part of the application process and has reviewed the submitted details, notably section 5.16 of the Design and Access Statement which refers to the Secure By Design requirements. They have raised no objections to the submitted details and as such the proposals are considered acceptable.

7.12 Disabled access

The Council's Access Officer has reviewed the submitted details and raised no objections to the development subject to the attachment of an appropriate condition to secure an accessible shower cubicle. The Greater London Authority as concluded that 'The proposed scheme accommodates inclusive design'.

As such, subject to condition, the proposal is considered to be acceptable from an access perspective.

7.13 Provision of affordable & special needs housing

No residential units are proposed as part of this application. As such, this is not relevant to the application.

7.14 Trees, landscaping and Ecology

Landscaping

The Council's Landscape Architect has been involved in the lengthy pre-application discussions for the proposal, including the significant landscape improvement works proposed adjacent to the canal. They have reviewed the submitted details, support the proposals and subject to the attachment of a landscaping condition they raise no objections.

Ecology

The Environment Agency (EA) initially objected to the proposals based on the lack of an 8m wide buffer zone to the River Colne and the failure of the proposed development to restore the ecological value of the river corridor.

However the red line boundary does not take in the top of the bank and the application boundary is set some distance back from the river. Furthermore, the design of the development as originally proposed and reviewed by the EA involved very little change to this area as it currently stands. The development therefore has a minimal impact on the river bank. Based on the EA comments, the reason for refusal would not be because of the development's impact on the current environment in that it is reducing or removing an 8m buffer - instead, the concerns appear to be based on the development failing to increase the existing buffer to 8m. Despite discussions between the Council's Sustainability Officer and the EA, and a request for further details from the EA, there is insufficient reasoning to believe that the continued failure to provide an 8m buffer zone near the car parking area is contributing to a detrimental impact to the river corridor. However, notwithstanding the small area in question and the fact the rest of the corridor in this area is considered to be as good in ecological terms as can be achieved in an urban setting, the Applicant has removed six existing car parking spaces within close proximity to the River Colne, as such the development is now proposing an improved impact over the existing situation.

With regards to the failure of the proposed development to restore the ecological value of the river corridor, despite requests to the EA, no evidence has been presented to confirm that the river corridor is failing in this area. As set out above, the application site does not include the river within the red line boundary and the Agency response does not clearly demonstrate that the development will have an adverse impact on the watercourse itself. It is therefore considered unreasonable to expect the developer to undertake significant works to a river that is not within their ownership, not within the red line boundary of their planning application, that is not been shown to be detrimentally impacted by the development and when the works have not been proven to be necessary. Therefore, there is considered to be insufficient justification for a reason for refusal on these grounds.

Notwithstanding the above, the Council recognises the need for sympathetic treatment of the development's boundary with the river bank. Enhancement opportunities and detailed riverside treatment can be secured through a suitably worded ecology condition which is recommended to be attached to this consent.

7.15 Sustainable waste management

The Council's Waste Management Officer has reviewed the submitted details and subject to the attachment of a suitable informative raises no objection to the proposals.

7.16 Renewable energy / Sustainability

The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. While it is acceptable that there is little further potential for carbon dioxide reductions onsite, the applicant should ensure the short fall in carbon dioxide reductions, equivalent to 53 tonnes of CO₂ per annum, is met off-site.

As such it is recommended that an off-site contribution of £95,400 is secured through the S106 agreement.

The Council's Sustainability Officer has reviewed the submitted details and subject to the attachment of an appropriate condition for the provision of Photovoltaic Panels and the off-site contribution of £95,400 being secured through the S106 agreement has raised no objections to the proposal.

7.17 Flooding or Drainage Issues

The Environment Agency have confirmed that they have no objections to the proposals from a flood risk perspective.

The Council's Flood and Water Management Officer has reviewed the submitted details and subject to the attachment of an appropriate condition has raised no objections to the proposal, provided that any details submitted pursuant to that condition addresses the officer's concerns over the proposal for all run off to be directed into the River Colne where at present it also drains into the canal.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have reviewed the submitted proposals and subject to the attachment of appropriate conditions to cover noise mitigation, contamination and a Construction Environmental Management Plan have raised no objection to the development.

7.19 Comments on Public Consultations

The issues raised by the public consultation process have been covered within the body of this report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Saved Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. Highway Works: S278/S38 for required Highways Works
2. Contribution towards improvements to the local highway network with an upper limit of £500,000, plus a transport appraisal to include modelling of the local network prior to commencement of the development.
3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
4. Employment Training Initiatives
5. Refuse & Delivery Management Scheme
6. Canal Towpath/Canal and River Trust, as follows:-
 - a) £30,000 Contribution towards improvements to the Canal Towpath/Canal and River Trust, including a management scheme for the future maintenance of the Towpath;
 - b) a survey of the condition of the waterway wall and schedule of the repairs;
 - c) submission of details for approval relating to improved access to the canal and its towpath, and for the opening up of the canalside area.
7. Travel Plan: to include £20,000 Bond
8. Public Realm Contribution of £150,000
9. Off-site sustainability contribution of £95,400 to a carbon fund.
10. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £922,232.28.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £980,130.27.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the

development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None

10. CONCLUSION

This application seeks full planning permission for the demolition of an existing office building (Use Class B1(a)) and multi-storey car park and the redevelopment of the site to provide a new office (Use Class B1(a)) of 22,875 sqm, associated multi-storey car park and cafe (Use Class A1/A3) of 87 sqm and associated landscaping and improvement works to the adjacent canal towpath.

The site fronts onto Oxford Road (A4020) and is between the River Colne and the Grand Union Canal. The site is within Uxbridge Town centre and is within an Archaeological Priority Area.

It is considered that the proposed development would result in an acceptable visual impact on the visual amenities of the site, the wider area, the adjacent Green Belt and Conservation Area, and the nearby listed building. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds.

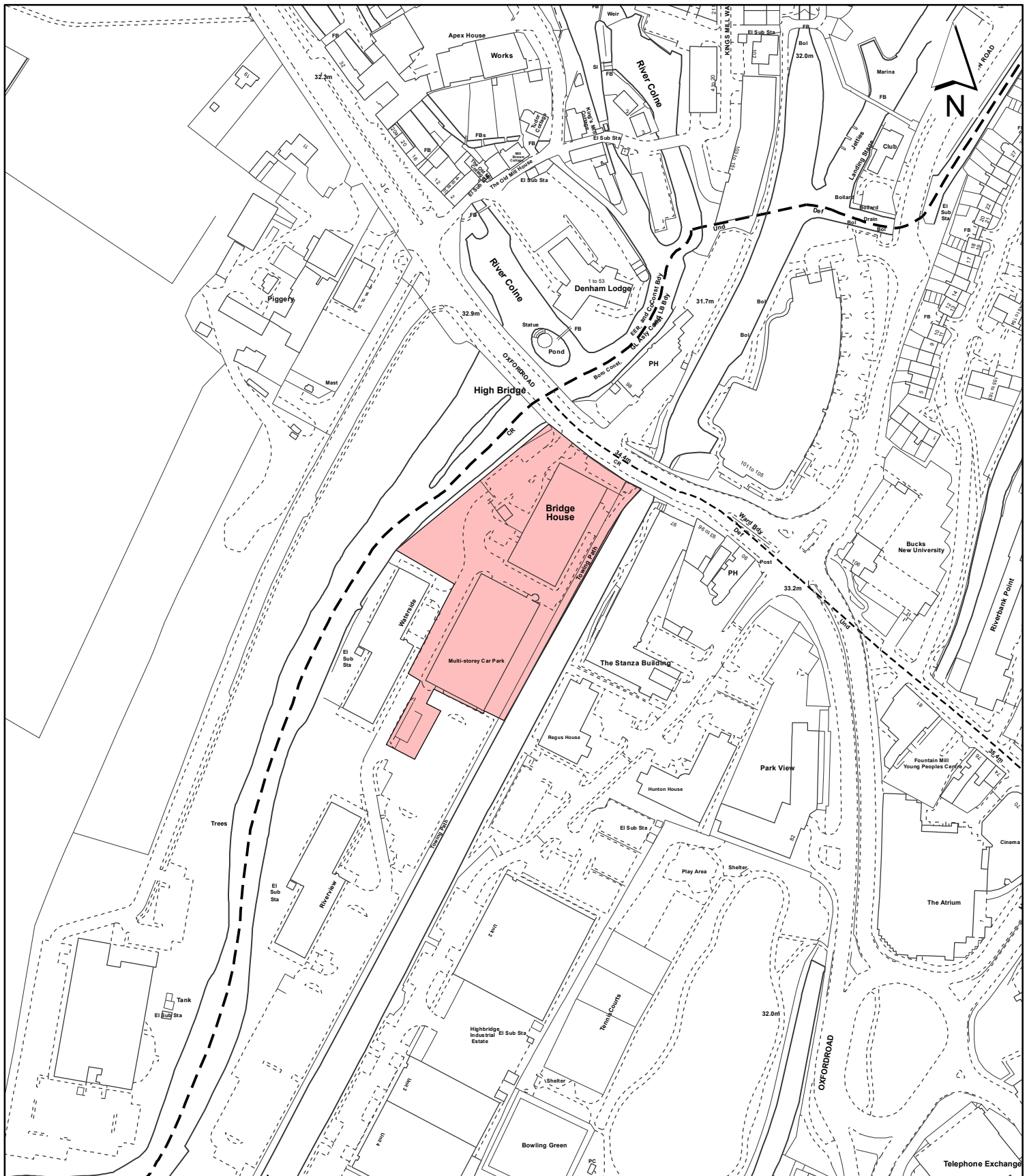
The development proposals accords with the saved Unitary Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF and, accordingly, approval is recommended subject to conditions and the completion of a S106 Legal Agreement.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Bridge House
Uxbridge**

Planning Application Ref:

40050/APP/2016/852

Planning Committee:

Major Page 123

Scale:

1:2,500

Date:

December 2016

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

- Address** STOCKLEY PARK PHASE 3 IRON BRIDGE ROAD WEST DRAYTON
- Development:** Land formation, landscaping, fencing and provision of ancillary footpaths and bridleways together with ancillary works to the offsite land parcels (Land Parcel A (10.67 hectares) - Land bounded by Stockley Road and B465 to the west, Goulds Green to the south and the residential area of Goulds Green to the east; Land Parcel B1 (0.52 hectares) - Land to the south of Park View Road and to the east of the residential area of Yiewsley; Land Parcel B2 (0.60 hectares) - Land to the east of Willow Avenue and Chestnut Avenue; Land Parcel C1 (1.19 hectares) - Land to the west of Bolingbroke Way and south of Dawley Road and bound by Stockley Park Golf Club to the west; Land Parcel C2 (0.53 hectares) - Land to the west of Bolingbroke Way and bound by Stockley Park Golf Club to the west (No works are sought to Land Parcel C2); Packet Boat Lane (2.83 hectares) - Land to the north of Packet Boat Lane, to the east of Old Mill Lane and Fray's River and to the east of Cowley Lake) associated with the approved development at Phase 3 Stockley Park (Planning permission ref. 37977/APP/2015/1004 dated 14/12/2014)
- LBH Ref Nos:** 37977/APP/2016/2263
- Drawing Nos:** 1469/14-06B (S106 Land Parcel B1 Illustrative Landscape Strategy),
1469/14-07D (S106 Land Parcel B2 Illustrative Landscape Strategy),
1469/14-08E (S106 Land Parcel C Illustrative Landscape Strategy),
1469/14-70 (Timber Post and 3 Wire Fence Detail)
1469/14-71 (Timber Post and 3 Rail Fence Detail)
1469/14-72 (Timber Paddock Fence Detail)
1469/14-73 (Equine and Pedestrian Crossing Point)
1469/14-74 (Close Board Fence Detail)
1469/14-75 (Typical Footpath and Crossing Point Details)
1469/14-76 (Heavy Standard Tree Pit Detail 1x1m)
1469/14-78 (Rabbit Protection Fence Detail)
1469/14-79 (Pedestrian Access Gate Detail)
1469/14-RP06 (S106 Off Site Land Parcels Maintenance and Management Specification)
1469/14-SP03 (S106 Off Site Landscape Parcels Soft Landscape Specification)
Programme of Works
1469/14-10C (S106 Land Parcel E Illustrative Landscape Strategy),
27122-LE-55F (Off Site Land Parcels)
Covering Letter

Date Plans Received: 09/06/2016

Date(s) of Amendment(s): 09/06/2016

Date Application Valid: 14/06/2016

1. SUMMARY

The development of Phase 3 Stockley Park (planning permission ref. 37977/APP/2015/1004 dated 14/12/2014) included the gifting of parcels of green belt land to the London Borough of Hillingdon for landscaping improvements, and for them to be used as public open space, to provide a benefit for local residents of Hillingdon and to

mitigate the loss of green belt land on the site. This application relates to those land parcels and seeks land formation, landscaping, fencing and provision of ancillary footpaths and bridleways together with ancillary works.

The principle of using these land parcels for public open recreational space would be acceptable and is supported by local, regional, and national planning policy.

The proposal would enhance the beneficial use of the Green Belt through providing greater opportunity to access the land, providing new recreational space, enhancing the landscape, visual amenity and biodiversity of the land, and generally improving what is currently damaged landfill land.

The development is not considered to raise any concerns with regards to its impact on neighbours, highways, flooding, or air quality.

Overall, the proposed development meets the strategic policy objectives of the London Plan, as well as the aims and objectives of local Council policy, and the NPPF.

2. RECOMMENDATION

The application is recommended for approval subject to the following conditions:

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

- Covering Letter
- 1469/14-06B (S106 Land Parcel B1 Illustrative Landscape Strategy)
- 1469/14-07D (S106 Land Parcel B2 Illustrative Landscape Strategy)
- 1469/14-08E (S106 Land Parcel C Illustrative Landscape Strategy)
- 1469/14-70 (Timber Post and 3 Wire Fence Detail)
- 1469/14-71 (Timber Post and 3 Rail Fence Detail)
- 1469/14-72 (Timber Paddock Fence Detail)
- 1469/14-73 (Equine and Pedestrian Crossing Point)
- 1469/14-74 (Close Board Fence Detail)
- 1469/14-75 (Typical Footpath and Crossing Point Details)
- 1469/14-76 (Heavy Standard Tree Pit Detail 1x1m)
- 1469/14-78 (Rabbit Protection Fence Detail)
- 1469/14-79 (Pedestrian Access Gate Detail)
- 1469/14-RP06 (S106 Off Site Land Parcels Maintenance and Management Specification)
- 1469/14-SP03 (S106 Off Site Landscape Parcels Soft Landscape Specification)
- Programme of Works
- 1469/14-10C (S106 Land Parcel E Illustrative Landscape Strategy)
- 27122-LE-55F (Off Site Land Parcels)

and shall thereafter be retained/maintained for as long as the development remains in

existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 NONSC Contamination

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

4 NONSC Archaeology

1. No development shall take place, until an archaeological desk based assessment for the entire planning application has been submitted to and approved by the local planning

authority in writing. This will identify land with archaeological potential for which a written scheme of investigation (WSI) is required

2. For each land parcel identified as requiring a WSI, no works shall take place until a written scheme of investigation (WSI) for that parcel has been submitted to and approved by the local planning authority in writing. For each land parcel that is included within a WSI, no works shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the

REASON

To safeguard any potential archaeology of significance, in accordance with policy 7.8 of the London Plan (2016) and the NPPF.

5 A20 Access to open space for people with disabilities

All entry and exit points (including pedestrian access gates) shall measure more than 875mm wide and where footpaths do not achieve a gradient of less than 1:21 or a crossfall less than 1:60 then bonded gravel shall be used as opposed to self binding gravel.

REASON

To ensure that the open space is accessible to wheelchair users and that wheelchair users can maintain wheel traction whilst descending, in accordance with 7.2 of the London Plan (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and

	implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM10	Incorporation in new developments of additions to the proposed cycle network
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.19	(2016) Hazardous waste
LPP 5.21	(2016) Contaminated land
LPP 6.10	(2016) Walking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.16	(2016) Green Belt
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
NPPF	National Planning Policy Framework
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
NPPF11	NPPF - Conserving & enhancing the natural environment
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

3

The desk based assessment and written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice

in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Desk Based Assessment should comprise the following:

A desk-based assessment produces a report using existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. The assessment will be expected to identify land parcels with archaeological potential, the impact of works proposed in such areas and appropriate mitigation measures. Please note that this advice relates solely to archaeological considerations. Further information on archaeology and planning in Greater London is available on the Historic England website.

4

Please be advised that the works hereby approved or as subsequently amended/approved shall be completed in full prior to hand over of the land parcels to Council ownership in compliance with the legal agreement associated with planning permission ref. 37977/APP/2015/1004 dated 14/12/2014

5

The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination.
2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice
3. Further information may be found on the land contamination technical guidance pages on the direct.gov website

6

If the applicant is proposing to import material as part of the landscaping works on site they may require an environmental permit. More information about this can be found in our permitting guidance online, or by contacting our National Customer Contact Centre on 03708 506 506 or enquiries@environmentagency.gov.uk.

The Environmental Permitting Regulations 2010 make it an offence to cause or knowingly permit an activity that will result in the input of pollutants to surface water or groundwater, unless authorised to do so by an environmental permit.

7 I23 **Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the local Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

8 I24 **Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection

with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

9

You are advised that no works are sought to Land Parcel C2 as part of this application.

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to six land parcels associated with the approved development at Phase 3 Stockley Park, Stockley Road, West Drayton, Middlesex. The land parcels are arranged on a broadly east-west axis crossing the London Borough of Hillingdon. The total area of land relating to this application measures approximately 16.34 hectares.

All of the parcels are located within the Green Belt. Many of the eastern most parcels were previous landfill sites. The western most parcel is located within the Colne Valley Archaeological Priority Area.

3.2 Proposed Scheme

The proposal consists of land formation, landscaping, fencing and provision of ancillary footpaths and bridleways together with ancillary works to the offsite land parcels associated with the approved development at Phase 3 Stockley Park (Planning permission ref. 37977/APP/2015/1004 dated 14/12/2014). The location of the land parcels are set out on the enclosed site location plan (Drawing No. 27122/LE/055F) and are as follows:

- Land Parcel A (10.67 hectares) - Land bounded by Stockley Road and B465 to the west, Goulds Green to the south and the residential area of Goulds Green to the east.
- Land Parcel B1 (0.52 hectares) - Land to the south of Park View Road and to the east of the residential area of Yiewsley.
- Land Parcel B2 (0.60 hectares) - Land to the east of Willow Avenue and Chestnut Avenue.
- Land Parcel C1 (1.19 hectares) - Land to the west of Bolingbroke Way and south of Dawley Road and bound by Stockley Park Golf Club to the west.
- Land Parcel C2 (0.53 hectares) - Land to the west of Bolingbroke Way and bound by Stockley Park Golf Club to the west.
- Packet Boat Lane (2.83 hectares) - Land to the north of Packet Boat Lane, to the east of Old Mill Lane and Fray's River and to the east of Cowley Lake.

Please note that no works are sought to Land Parcel C2.

3.3 Relevant Planning History

37977/APP/2015/1004 Phase 3 Stockley Park Stockley Road West Drayton Middlesex

Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking

and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination

Decision: 09-09-2015 Approved

37977/APP/2016/1078 Stockley Park Phase 3 Iron Bridge Road West Drayton

Application for a Non Material Amendment (NMA) to planning permission 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000 sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space) for administrative changes to wording of condition 5 (Drawing Nos)

Decision: 04-05-2016 Approved

37977/APP/2016/240 Stockley Park Phase 3 Iron Bridge Road West Drayton

Details pursuant to condition 8 (ground levels) of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination)

Decision: 16-03-2016 Approved

37977/APP/2016/242 Stockley Park Phase 3 Iron Bridge Road West Drayton

Partial submission of details pursuant to condition 12 (bird hazard management plan) for Phase only of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination)

Decision: 10-05-2016 Approved

37977/APP/2016/243 Stockley Park Phase 3 Iron Bridge Road West Drayton

Partial submission of details pursuant to condition 13 (Ecological Enhancement) for Phase 1 only of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access

roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination).

Decision: 04-05-2016 Approved

37977/APP/2016/244 Stockley Park Phase 3 Iron Bridge Road West Drayton

Partial submission of details pursuant to Part (i) of Condition 22 (contamination) for Phase 1 only of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination)

Decision: 20-06-2016 Approved

37977/APP/2016/245 Stockley Park Phase 3 Iron Bridge Road West Drayton

Details pursuant to condition 23 (Sustainable Water Management Scheme) for Phase 1 only of planning permission reference 37977/APP/2015/1004 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters except for access, reserved for later determination)

Decision: 14-07-2016 Approved

37977/APP/2016/247 Stockley Park Phase 3 Iron Bridge Road West Drayton

Partial submission of details pursuant to condition 9 (landscaping scheme) for phase 1 only of planning permission ref. 37977/APP/2015/1004 dated 14-12-2015 (Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination).

Decision: 29-09-2016 Approved

Comment on Relevant Planning History

Planning permission was granted for redevelopment of the site at Phase 3, Stockley Park, Stockley Road, West Drayton, Middlesex on 14 December 2015 (LPA Ref. 37977/APP/2015/1004). The approved development is as follows:

"Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination."

The development at the Stockley Park site included the gifting of parcels of green belt land to the London Borough of Hillingdon for landscaping improvements, and for them to be used as public open space, to provide a benefit for local residents of Hillingdon and to mitigate the loss of green belt land on the site.

4. Planning Policies and Standards

Please see the relevant planning policies below.

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI2 (2012) Leisure and Recreation
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes

AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM10	Incorporation in new developments of additions to the proposed cycle network
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.19	(2016) Hazardous waste
LPP 5.21	(2016) Contaminated land
LPP 6.10	(2016) Walking
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.16	(2016) Green Belt
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.5	(2016) Public realm
LPP 7.8	(2016) Heritage assets and archaeology
NPPF	National Planning Policy Framework
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
NPPF11	NPPF - Conserving & enhancing the natural environment
OE1	Protection of the character and amenities of surrounding properties and the local

area
OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th August 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Neighbour consultation to neighbours located around all 6 land parcels covered by the application commenced and site notices were erected on the 25th July 2016. An advert was published on the 3rd August 2016. The statutory consultation period expired on the 24th August 2016. 1 neighbour consultee response has been received which raises the following summarised concerns:

- The proposal would be detrimental to the Green Belt
- Adversely affect the countryside character of the site
- It would reduce security and privacy to adjoining neighbours through having greater public access to the land next to adjoining neighbours

Officer's response: Please see the main body of the report below for consideration of these matters.

ENVIRONMENT AGENCY

Comments: The proposed development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice.

Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site. This approach is supported by Paragraph 109 of the National Planning Policy Framework.

TFL

No objection

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE

Comments (summary):

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision.

This is a major planning application covering over 16 hectares in six land parcels, the westernmost

of which is located within the Colne Valley Archaeological Priority Zone (APZ). Although the other land parcels are not located within an APA or APZ there are a number of heritage assets known in their vicinity and there is potential for new discoveries on a development of this scale. We therefore recommended that a deskbased assessment should have been submitted in support of the planning application in order for it to comply with paragraph 128 of the NPPF. This would provide 'further information to reach an informed judgment of its (the planning applications) impact on heritage assets of archaeological interest' (Historic England 4 August 2016).

In the meantime, we have reviewed the case and understand that some of the planning application area has been quarried and landfilled and it has also been suggested that groundworks will be limited. However there are a number of areas which do not appear to have been quarried and the details of planned groundworks are very limited. It should be the responsibility of the applicant to assess this information but in this case it has been necessary for GLAAS to undertake work which is normally expected of the applicant.

If Hillingdon Council is minded to approve the application without an archaeological assessment report then, because of the evidence for extensive past quarrying, we suggest that the archaeological interest could be conserved by attaching a condition as follows:

Condition

1. No development shall take place, until an archaeological desk based assessment for the entire planning application has been submitted to and approved by the local planning authority in writing. This will identify land with archaeological potential for which a written scheme of investigation (WSI) is required
2. For each land parcel identified as requiring a WSI, no works shall take place until a written scheme of investigation (WSI) for that parcel has been submitted to and approved by the local planning authority in writing. For each land parcel that is included within a WSI, no works shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and
 - A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
 - B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the

WSI

Informative The desk based assessment and written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

In the first instance I envisage that the archaeological fieldwork would comprise the following:

Desk Based Assessment

A desk-based assessment produces a report using existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. The assessment will be expected to identify land parcels with archaeological potential, the impact of works proposed in such areas and appropriate mitigation measures. Please note that this advice relates solely to archaeological considerations. Further information on archaeology and planning in Greater London is available on the Historic England website.

NATURAL ENGLAND

No comment

BIODIVERSITY GROUP

No comment

LONDON WILDLIFE TRUST

No comment

THAMES WATER

No comment

Internal Consultees

ACCESS OFFICER

Comments: It has been noted that dimensions for the proposed pedestrian access gate shown on drawing 1469/14-79 would make this feature impassable for some wheel chair users.

1. The entry and exit points should be increased from 824 mm to no less than 875 mm.
2. Where the intended footpath achieve a gradient no steeper than 1:21, and a crossfall not exceeding 1:60, gravel of a self binding type is acceptable. Where these gradients are not achievable, bonded gravel should be used to ensure that wheelchair users can maintain wheel traction whilst descending.
3. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

Conclusion: unacceptable. Revised plans and further details should be requested.

Officer's response: It is recognised that modifications would be required to the make the access arrangements acceptable. However, it is possible to overcome these concerns by means of conditions. Therefore, there is not considered to be sufficient reason to refuse the application on these grounds.

ENVIRONMENTAL PROTECTION UNIT

Comments: I would not have any specific comments on the actual landscaping works, however the quality of the soil on the sites and the imported soil are both important to ensure that the soil contamination levels meet the current standards for public open space. No objection, subject to condition to protect future users of the site from contamination and informatives to explain the developer's obligations under the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

FLOOD AND WATER MANAGEMENT OFFICER

No objection

GREEN SPACES

No objection

HIGHWAYS

No objection

SUSTAINABILITY/ECOLOGY OFFICER

No objection

TREE AND LANDSCAPING OFFICER

No objection

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 80 of the NPPF states that the Green Belt serves five purposes:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 81 of the NPPF states that once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.

Paragraph 89 of the NPPF stipulates that a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are the provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

This proposal seeks land formation, landscaping, fencing and provision of ancillary footpaths and bridleways together with ancillary works to the offsite land parcels associated with the approved development at Phase 3 Stockley Park (Planning permission ref. 37977/APP/2015/1004 dated 14/12/2014).

The development at the Stockley Park site included the gifting of parcels of green belt land to the London Borough of Hillingdon for landscaping improvements, and for them to be used as public open space, to provide a benefit for local residents of Hillingdon and to mitigate the loss of green belt land on that site.

The principle of using these land parcels for public open recreational space would be acceptable and the proposed works would not impact the openness of the Green Belt and would be considered appropriate development, in accordance with local, regional, and national planning policy.

7.02 Density of the proposed development

Not relevant to the determination of this application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

CONSERVATION AREAS/LISTED BUILDINGS OR AREAS OF SPECIAL CHARACTER

The proposals would not adversely impact any Conservation Areas, Listed Buildings, or Areas of Special Character.

IMPACT ON ARCHAEOLOGY

This is a major planning application covering over 16 hectares in six land parcels, the westernmost of which is located within the Colne Valley Archaeological Priority Zone (APZ). Although the other land parcels are not located within an APA or APZ there are a number of heritage assets known in their vicinity and there is potential for new discoveries on a development of this scale.

The Greater London Archaeological Advisory Service has been consulted and has recommended that a condition to ascertain an archaeological desk based assessment be imposed to safeguard any potential archaeology of significance. Subject to condition, potential archaeology of heritage value will be safeguarded, in accordance with policy 7.8 of the London Plan (2016) and the NPPF.

7.04 Airport safeguarding

The proposal would not raise any airport safeguarding issues.

7.05 Impact on the green belt

The proposal involves landscaping improvements to green belt land that would improve its appearance and public usability. Therefore, the proposal is considered to be acceptable in terms of its impact on the Green Belt.

7.06 Environmental Impact

Various parcels of land were previously used for landfill. The Council's Environmental Health Officer has stated that the quality of the soil on the sites and any imported soil are both important to ensure that the soil contamination levels meet the current standards for public open space. Therefore, a condition has been recommended to protect future users of the site from contamination. In addition, informatives to explain the developer's obligations under the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination should also be applied. Subject to condition and informatives, the proposal is considered acceptable in terms of land contamination.

7.07 Impact on the character & appearance of the area

The proposal would enhance the beneficial use of the Green Belt through providing greater opportunity to access the land, providing open recreational grounds, enhancing the landscape, visual amenity and biodiversity, and generally improving damaged landfill land.

7.08 Impact on neighbours

Given the nature of the development, the proposal is not considered to give rise to any direct amenity harm to neighbouring properties. However, concern has been raised by a neighbour regarding security and noise through the increased public use of these sites. However, in most cases, there is currently adequate boundary treatment between the sites and neighbours to prevent any security concerns arising. In addition, the proposal includes measures to enhance boundary fencing and hedging so there is not likely to be any such concerns. In terms of noise, the open recreational space proposed would be unlikely to be so extensively used by the public that it would have an adverse impact on the amenities of neighbours. Therefore, overall, the development is considered unlikely to harm the residential amenity of occupiers within neighbouring properties.

7.09 Living conditions for future occupiers

No relevant to the determination of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Given the scale and nature of the development, the proposal is unlikely to raise any traffic,

parking or highway safety concerns.

7.11 Urban design, access and security

Regarding 'Urban Design' and 'Security', please see 'Impact on the character & appearance of the area' and 'Impact on neighbours' sections of this report.

In terms of access, there are significant improvements sought to the land in this respect.

. Land Parcel A (10.67 hectares) - Land bounded by Stockley Road and B465 to the west, Goulds Green to the south and the residential area of Goulds Green to the east;

New cycle and pedestrian access points from Stockley Road, B465, and Goulds Green to this land parcel are sought. The access points would be sufficiently wide to permit cyclists, pedestrians, and wheelchair users access to the new recreational ground. Motorcycle deterrent barriers would be incorporated into the new access gates to prevent access by motorcyclists. The proposed pathways are laid out in an attractive, yet, logical arrangement to allow permeability through the site.

. Land Parcel B1 (0.52 hectares) - Land to the south of Park View Road and to the east of the residential area of Yiewsley

This element of the proposal would create a new route from Park View Road to Stockley Park. The access points would be sufficiently wide to permit cyclists, pedestrians, and wheelchair users access through the site. All new access points would have motorcycle deterrent barriers incorporated into them.

. Land Parcel B2 (0.60 hectares) - Land to the east of Willow Avenue and Chestnut Avenue;

This element of the proposal would create a new route from Willow Avenue and Chestnut Avenue to Stockley Park. The route would enhance pedestrian and cyclist access to this existing parkland.

. Land Parcel C1 (1.19 hectares) - Land to the west of Bolingbroke Way and south of Dawley Road and bound by Stockley Park Golf Club to the west;

No new access would be created to this land parcel.

. Land Parcel C2 (0.53 hectares) - Land to the west of Bolingbroke Way and bound by Stockley Park Golf Club to the west

No new access would be created to this land parcel.

. Packet Boat Lane (2.83 hectares) - Land to the north of Packet Boat Lane, to the east of Old Mill Lane and Fray's River and to the east of Cowley Lake.

Access would be created from Old Mill Lane via a new steel and timber bridge that would be constructed across the Fray's River. Informal car parking would be provided off of Old Mill Lane. The proposed path would take a circular route around the land parcel.

Overall, all new access points would improve accessibility for cyclists and pedestrians. They would include motorcycle deterrent barriers.

All of the pedestrian paths within the proposal would be 3m wide and have a self-binding gravel finish with timber edging. This is considered to be sufficiently wide to allow cyclists and pedestrians to pass each other without raising any conflict between users.

There are also a number of equine crossing points along the paths to allow riders to pass between pastures and to prevent any conflict with pedestrians/cyclists.

The Council's Access Officer has raised concern regarding the width of entry/exit points which should be increased from 824mm to no less than 875 mm. The applicant has been made aware of this issue and are prepared to accept a condition to secure this wider access. Similarly, a condition will be imposed to ensure that in areas where the gradients of paths may represent an issue for wheel chair users that appropriate materials are used to safeguard them.

Subject to these conditions, the access arrangements would be considered acceptable.

7.12 Disabled access

Please see 'Urban design, access and security' section of this report for consideration of disabled access and accessibility.

7.13 Provision of affordable & special needs housing

Not applicable to the determination of this application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

The proposal includes significant soft and hard landscaping works that will transform the subject land parcels to open recreational parkland for public use.

. Land Parcel A (10.67 hectares) - Land bounded by Stockley Road and B465 to the west, Goulds Green to the south and the residential area of Goulds Green to the east;

On Land Parcel A, the development includes provision of heavy standard and feathered trees. Many have already been planted to allow to take root in anticipation of this proposal. The plans submitted show areas set out for grassland, woodland, paddocks, thicket planting, and ecological grassland. Next to the boundary with neighbouring properties along Goulds Green existing vegetation / shrubs would be retained and additional woodland and thicket planting added to provide a strong vegetated buffer.

. Land Parcel B1 (0.52 hectares) - Land to the south of Park View Road and to the east of the residential area of Yiewsley

This element of the proposal would create a new route from Park View Road to Stockley Park. Existing trees and landscaping adjacent to Park View Road and along the southern boundary of the site would for the most part be retained. Heavy standard trees would be planted along the northern side of the new path to the park. This would aid in screening the path from the public highway to the north. The existing 2.1m high fence between this land parcel and Stockley Park would be removed so as to integrate this area into the wider parkland.

. Land Parcel B2 (0.60 hectares) - Land to the east of Willow Avenue and Chestnut Avenue;

Part of Land Parcel B2 would be retained for horse grazing. A timber paddock fence would

be installed to separate the grazing land from the access path. Thicket Planting to the rear of properties that abut this land would provide an enhanced sense of security and improve the visual amenity from within the park.

. Land Parcel C1 (1.19 hectares) - Land to the west of Bolingbroke Way and south of Dawley Road and bound by Stockley Park Golf Club to the west;

This land parcel would be kept aside much as it is at present. However, some new trees would be planted. A number of log piles would be added to enhance ecology and new fencing installed to provide legibility between grassland areas and thicker buffer zone vegetation between the land and adjacent public highways.

. Land Parcel C2 (0.53 hectares) - Land to the west of Bolingbroke Way and bound by Stockley Park Golf Club to the west

No works are proposed to Land Parcel C2.

. Packet Boat Lane (2.83 hectares) - Land to the north of Packet Boat Lane, to the east of Old Mill Lane and Fray's River and to the east of Cowley Lake.

On the Packet Boat Lane Land Parcel, existing wood, wild garlic, and badger sett would be retained. The existing palisade fence along the eastern boundary of the land parcel would also be retained. Three areas of woodland glade would be created and a number of log piles added to various parts of the land. 6 trees would be planted along the side of the Fray's River and the informal car parking. A new steel and timber bridge would be constructed over the Fray's River.

Overall, the development to the land parcels includes provision of heavy standard and feathered trees. Many have already been planted to allow to take root in anticipation of this proposal. The plans submitted show areas set out for grassland, native bulb planting, aquatic planting to damp ditches, wildflower patches, woodland, paddocks, thicket planting, crataegus (hawthorn) planting (around a badger sett on the Packet Boat Lane Land Parcel), and ecological grassland spaces with features such as log piles.

The paths are mostly gravel with timber edging, although, there are elements of compacted limestone and non slip surfaces for example on the ramps to the new pedestrian bridge. The Council's Tree and Landscaping Officer has confirmed that the proposals are in accordance with previous discussions and joint site inspections with Barry Chinn Associates and the Council's Green Spaces managers. No objection has been raised by the Council's Green Spaces department, nor the Tree and Landscaping Officer. The proposed tree and landscaping works including maintenance arrangements are considered acceptable, in accordance with local, regional, and national planning policy.

ECOLOGY

The development as mentioned above includes a range of various landscaping proposals which should generally improve the ecology of the sites. In addition, bat boxes, bat roosts, woodland nest boxes, and ecological enhancements associated with existing badger setts have been proposed. The Council's Ecology Officer has been consulted and raises no objection to the proposals. Overall, the development is considered to safeguard existing ecological features of significance and enhance the ecological value of the wider sites.

7.15 Sustainable waste management

Not applicable to the determination of this application.

7.16 Renewable energy / Sustainability

Not applicable to determination of this application.

7.17 Flooding or Drainage Issues

No objection has been raised by the Council's Flood and Water Management Officer and given the nature of the proposals, it is not considered to raise any flooding or drainage issues.

7.18 Noise or Air Quality Issues

The proposed development is likely to increase use of the land by members of the public. However, not so intensely that would be likely to raise any noise concerns.

With regards to air quality, the intensification of chlorophyllic living organisms, including arboriculture would be likely to clean the air by intercepting airborne particles, and absorbing air pollutants like carbon monoxide/dioxide, sulfur dioxide, and nitrogen dioxide.

Therefore, in terms of noise and air quality, the proposal would be considered acceptable.

7.19 Comments on Public Consultations

Please see the 'External Consultees' section of this report for consideration of public consultation comments.

7.20 Planning obligations

This application would not require any planning obligations.

7.21 Expediency of enforcement action

There are no enforcement matters relevant to the determination of this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

A development at Phase 3 Stockley Park (planning permission ref. 37977/APP/2015/1004 dated 14/12/2014) included the gifting of parcels of green belt land to the London Borough of Hillingdon for landscaping improvements, and for them to be used as public open space, to provide a benefit for local residents of Hillingdon and to mitigate the loss of green belt land on the site. This application relates to those land parcels and seeks land formation, landscaping, fencing and provision of ancillary footpaths and bridleways together with ancillary works.

The principle of using these land parcels for public open recreational space would be acceptable and is supported by local, regional, and national planning policy.

The proposal would enhance the beneficial use of the Green Belt through providing greater opportunity to access the land, providing open recreational grounds, enhancing the landscape, visual amenity and biodiversity, and generally improving damaged landfill land.

The development is not considered to raise any concerns with regards to its impact on neighbours, highways, flooding, or air quality.

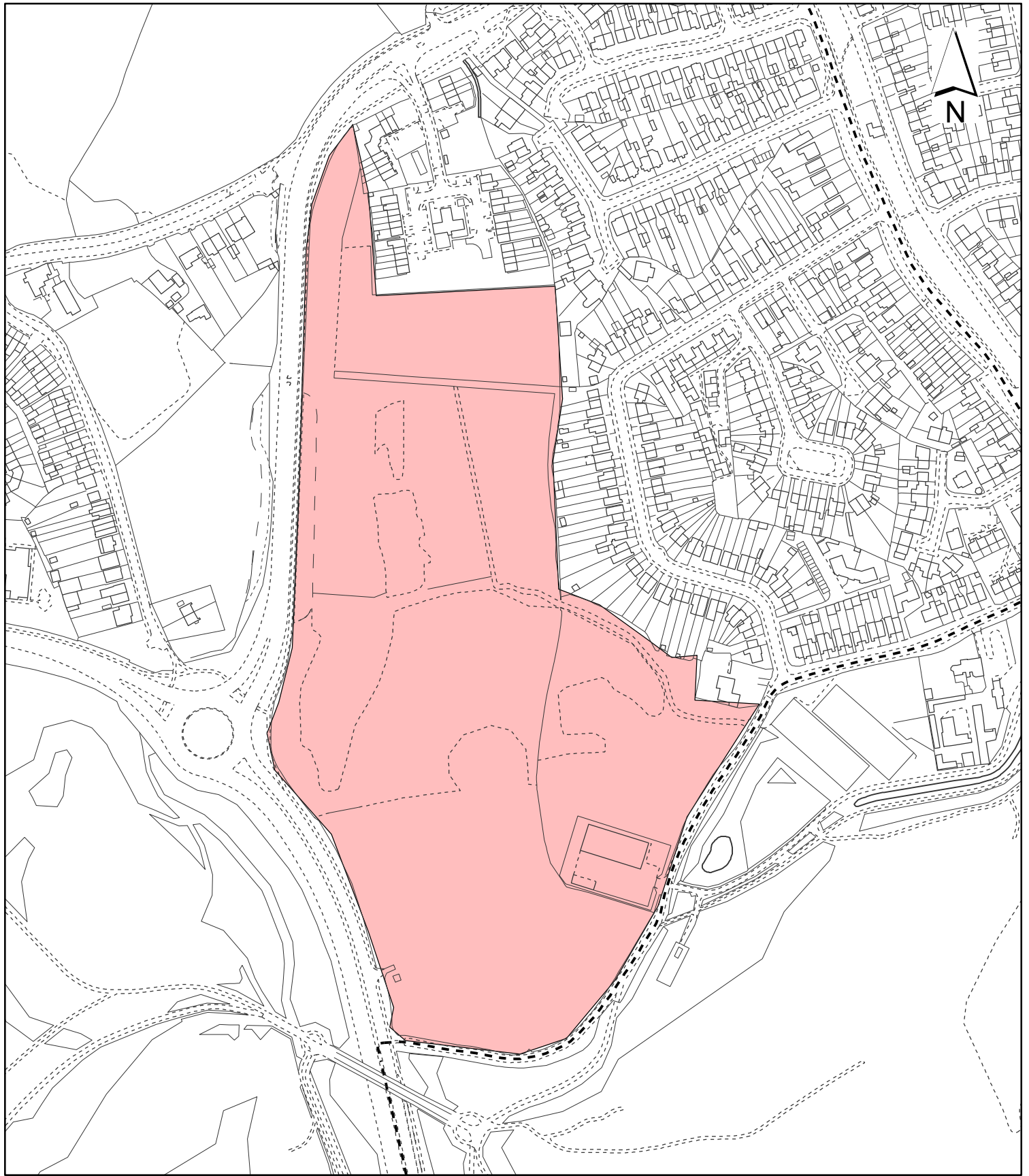
Overall, the proposed development meets the strategic policy objectives of the London Plan, as well as the aims and objectives of local Council policy, and the NPPF.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2016
National Planning Policy Framework (NPPF)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

Contact Officer: Richard Conroy

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Stockley Park Phase 3
 Iron Bridge Road**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

37977/APP/2016/2263

Scale:

1:3,500

Planning Committee:

Major Page 147

Date:

December 2016



HILLINGDON
 LONDON

This page is intentionally left blank

Plans for Major Applications Planning Committee

Tuesday 6th December
2016



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Page 149

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES
Development: Installation of public art (25m x 50m) for a temporary period of 18 months on the east facing wall of the Cabinet Building.
LBH Ref Nos: 59872/APP/2016/3571

Date Plans Received: 23/09/2016 **Date(s) of Amendment(s):**
Date Application Valid: 29/09/2016

No liability for errors. This drawing should not be used to substitute for a building consent or any other legal or regulatory requirements. Drawing marks and annotations to be approved by the architect.

Notes

Planning Application Boundary

Keyplan

Revisions

Rev	Date	Description	By	Chk

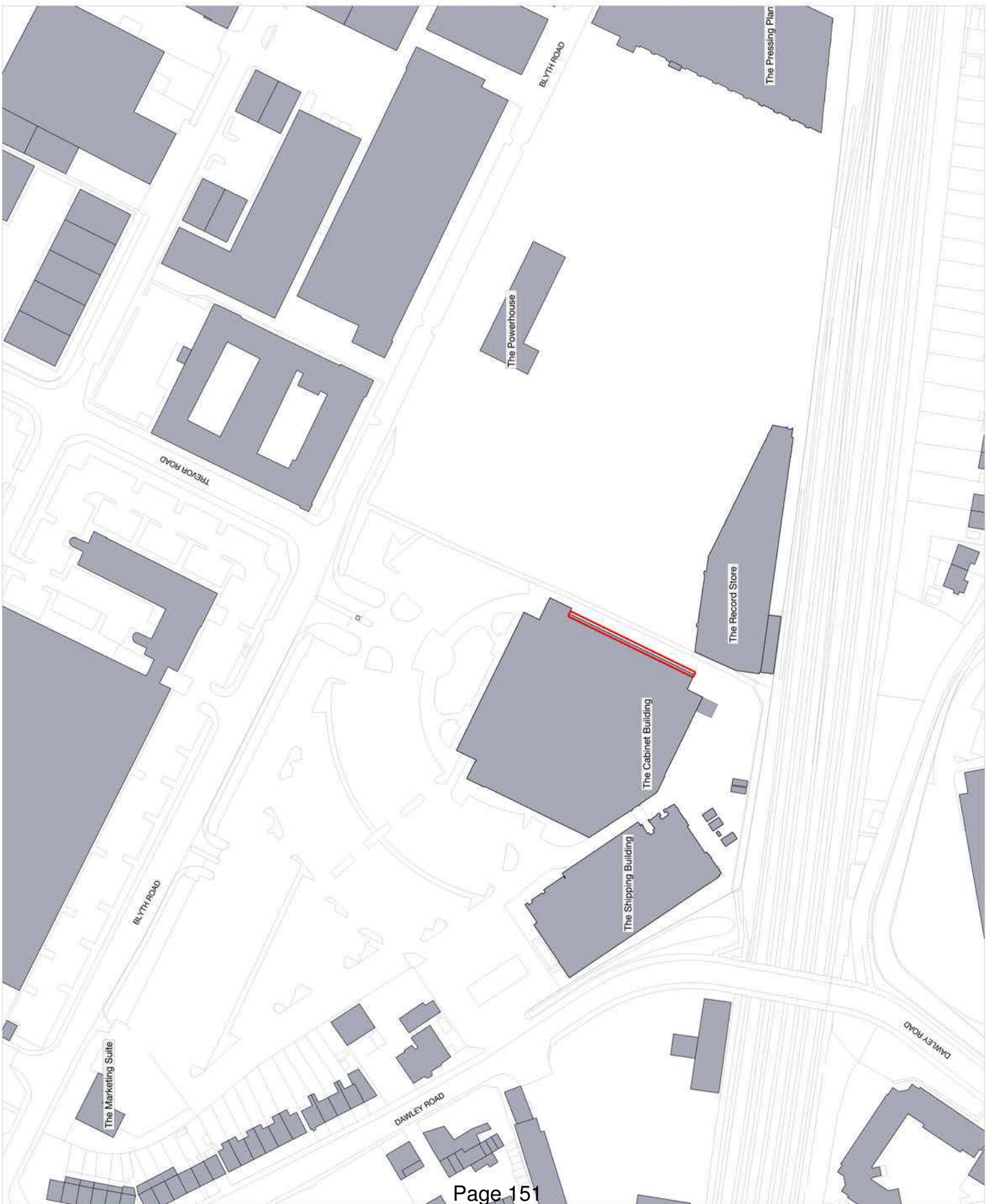
sew Studio Egret West
 3 Birnhouse Yard
 London EC1V 4JQ
 0207 549 1730 ©2015 SEW Ltd
 hello@egretwest.com egretwest.com

Client: **Purplexed LLP**

Project: **The Cabinet Building**
 Drawing: **Site Location Plan**

Project Number	Status
0157	PLANNING
Drawing No.	Revision
P-2000	00
Scale at A3	Date
1:1250	31.05.16
Drawn by	Checked by
BM	BM

Scale Bar



No printed consent. This drawing should not be used to substitute any for
checked on site by the contractor and local authorities for their responsibility.
The drawings are for the contractor's use only. All dimensions are for their responsibility.
Measurements. Drawing work and corrections to be returned to the architect.

Notes

Planning
Application
Boundary

Keyplan

Revisions

Rev	Date	Description	By	Chk

Rev Date Description By Chk

SEW Studio Egret West
 8 Brewhouse Yard
 Leamington Spa
 CV19 4JQ
 0207 549 1730 ©2015 SEW Ltd

hello@sewest.com
 sewest.com

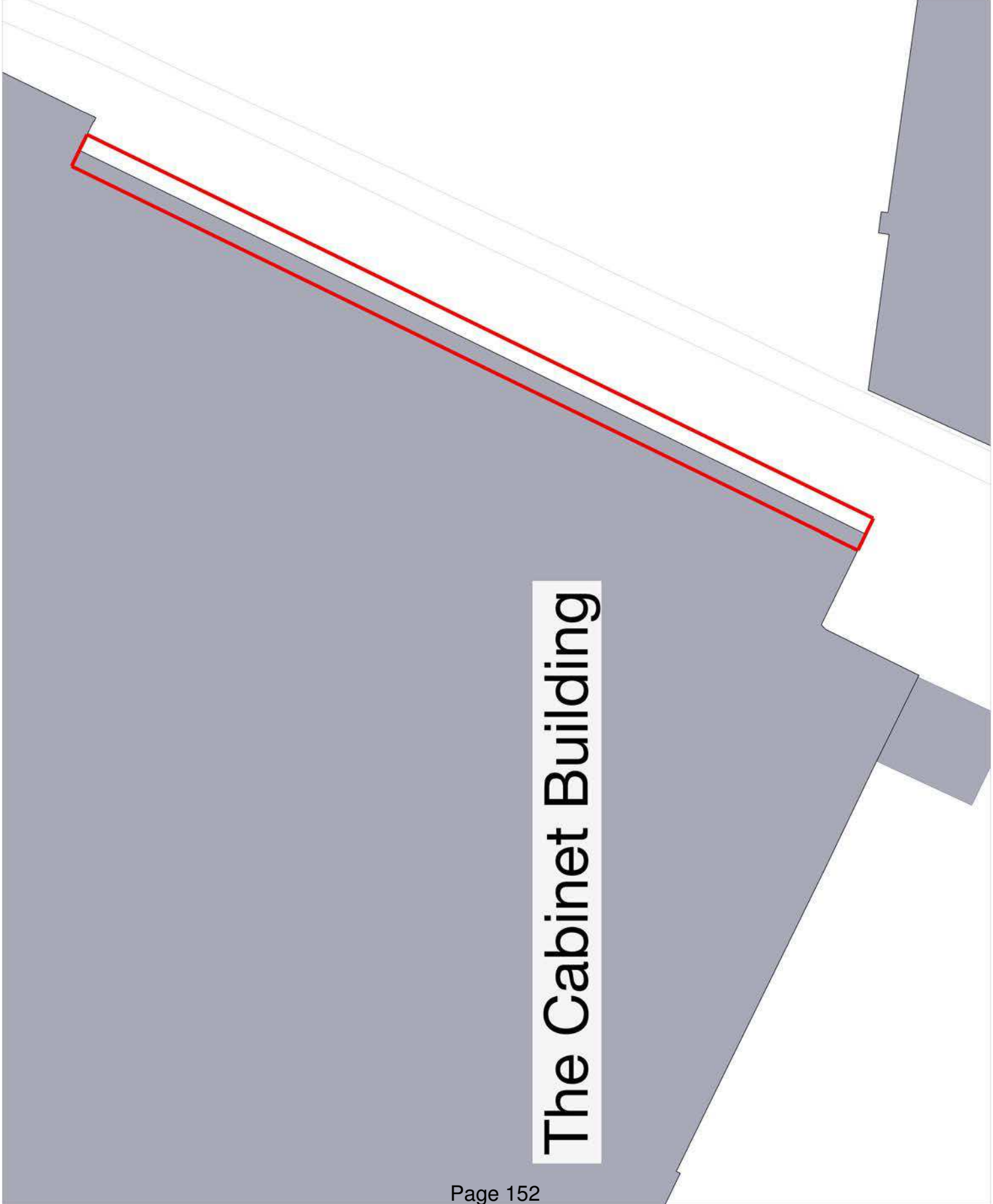
Client
Purplexed LLP

Project
The Cabinet Building

Drawing
Block Plan

Project Number	0157	Status	PLANNING
Drawing No.	P_2001	Revision	00
Scale at A3	1:200	Date	31.05.16
Drawn by	BM	Checked by	BM

Scale Bar



No printed general notes. This drawing should not be used to substitute any law or ordinance. It is provided for information only. The contractor and surety company shall be responsible for all work shown on this drawing. All dimensions are as indicated. Measurements should be taken from the center of the building. All dimensions and elevations are in feet unless otherwise indicated.

Notes

Proposed Wrap

Keyplan

Revisions

Rev	Date	Description	By	Chk

SEW Studio Egret West
 3 Birevue Drive, York
 EC1V 4JQ
 0207 549 1730
 hello@egretwest.com
 egretwest.com
 ©2015 SEW Ltd

Client
Purplex LLP

Project
The Cabinet Building

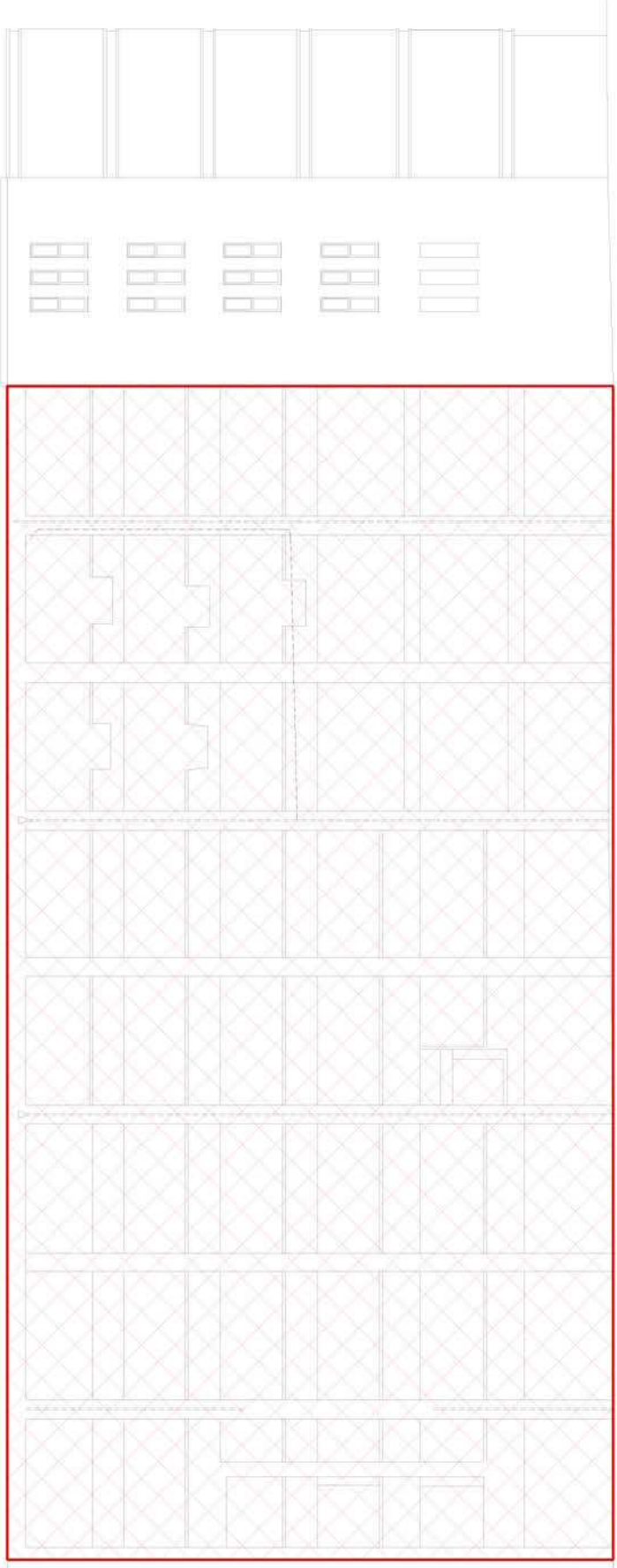
Drawing
Elevation

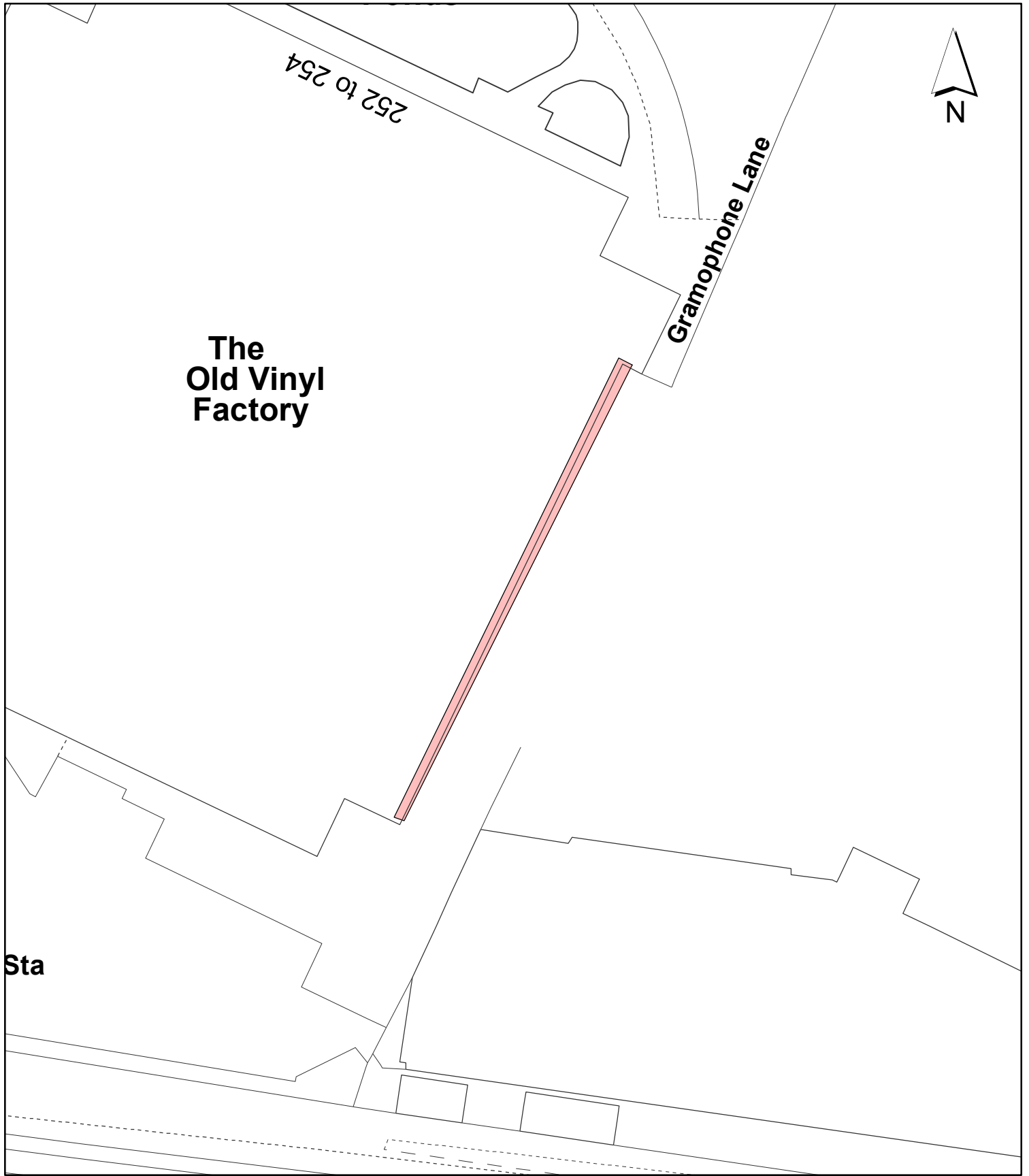
Project Number	0157	Status	PLANNING
Drawing No.	P-2200	Revision	00
Scale at A3	1:200	Date	14.06.16
Drawn by	BM	Checked by	BM

Scale Bar



49674





Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**The Old Vinyl Factory
 Blyth Road Hayes**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

59872/APP/2016/3571

Scale:

1:500

Planning Committee:

North Page 154

Date:

December 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formerly the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014.

LBH Ref Nos: 59872/APP/2016/1930

Date Plans Received:	20/05/2016	Date(s) of Amendment(s):	11/08/2016
Date Application Valid:	24/05/2016		20/05/2016



General Notes

We warrant these plans. This drawing should not be used to calculate areas for the purposes of valuation. Do not make the plans. All dimensions to be taken from the drawing. All work must comply with relevant Building Regulations. Measurements. Drawing errors and omissions to be reported to the architect.

Notes

Rev	Date	Reason for issue	Chk

Keyplan



Scale Bar

sew Studio
Egret
West

3 Brewery Yard
London
EC3V 4JQ
0207 549 1730
hello@sewest.com
egretwest.com
©2015 SEW Ltd

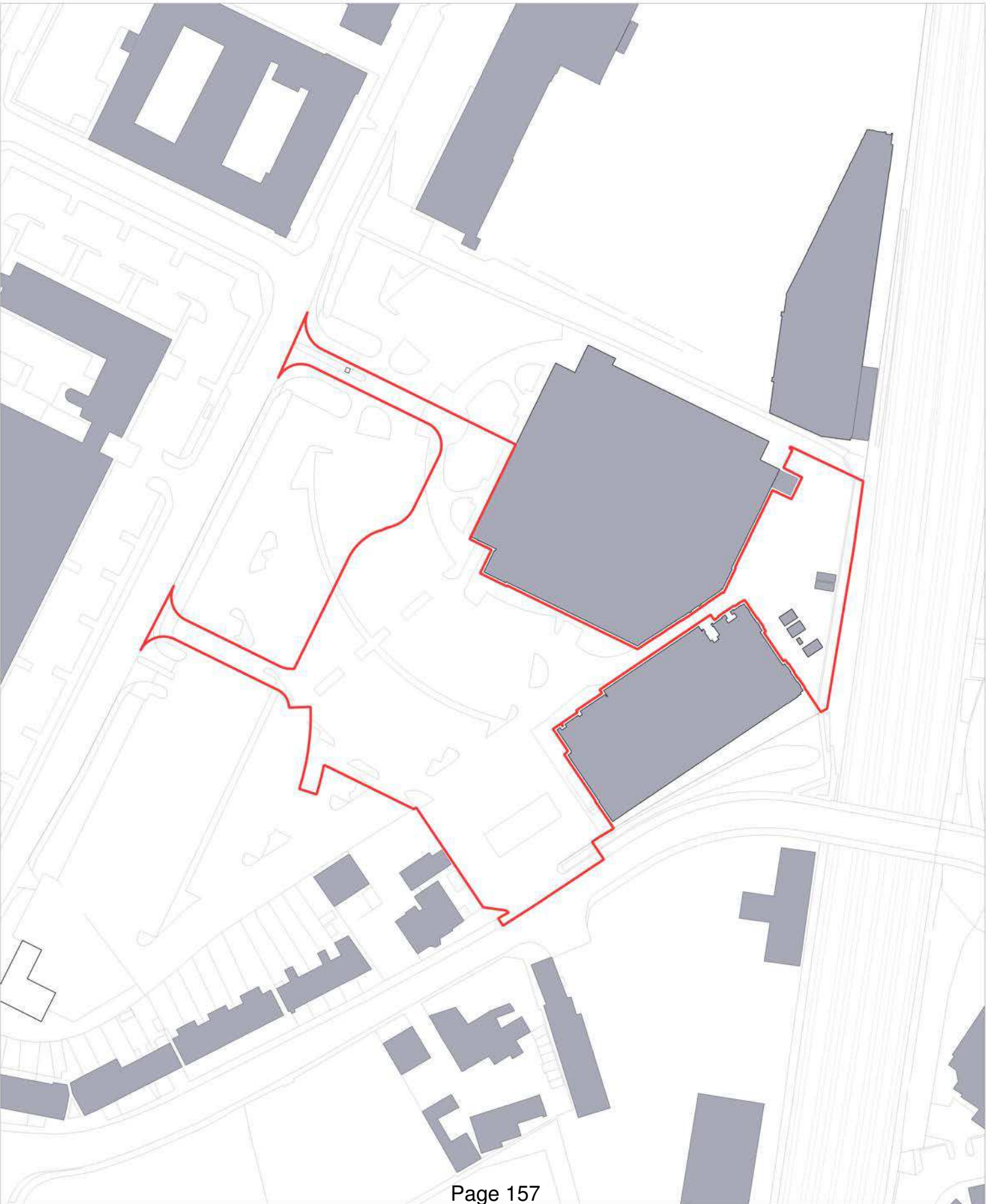
Client
U + I

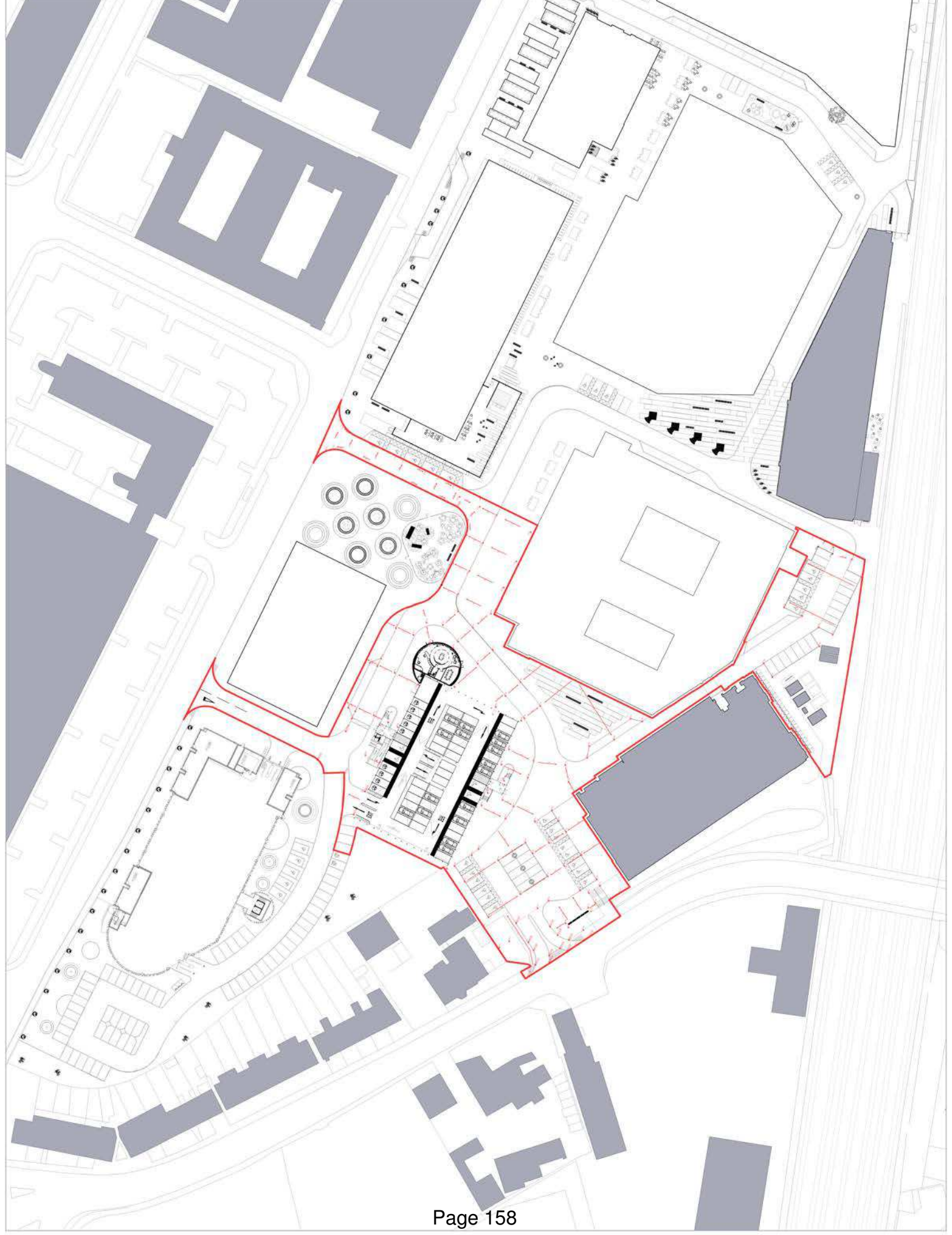
Project
Music Box

Drawing Title
Planning Application Boundary

Project Number	0245	Status	PLANNING
Scale at A3	1:1000	Date	09.06.16
Drawn by	TC	Checked by	SEW

Drawing Number	0245_SEW_RST_7000	Revision	00
----------------	-------------------	----------	----







General Notes:
 1. All works shall be in accordance with the relevant standards and specifications.
 2. The contractor shall be responsible for obtaining all necessary permits and approvals.
 3. The contractor shall ensure that all works are completed within the specified time frame.
 4. The contractor shall maintain access to all services and facilities at all times.
 5. The contractor shall be responsible for the safety of all workers and the public.
 6. The contractor shall be responsible for the protection of all existing structures and utilities.
 7. The contractor shall be responsible for the removal and disposal of all waste materials.
 8. The contractor shall be responsible for the maintenance of all works until they are fully completed.
 9. The contractor shall be responsible for the provision of all necessary materials and labor.
 10. The contractor shall be responsible for the provision of all necessary equipment and machinery.
 11. The contractor shall be responsible for the provision of all necessary safety equipment and PPE.
 12. The contractor shall be responsible for the provision of all necessary site security and access control.
 13. The contractor shall be responsible for the provision of all necessary site signage and markings.
 14. The contractor shall be responsible for the provision of all necessary site lighting and power.
 15. The contractor shall be responsible for the provision of all necessary site drainage and water supply.
 16. The contractor shall be responsible for the provision of all necessary site ventilation and air conditioning.
 17. The contractor shall be responsible for the provision of all necessary site heating and cooling.
 18. The contractor shall be responsible for the provision of all necessary site fire protection and safety systems.
 19. The contractor shall be responsible for the provision of all necessary site security and access control systems.
 20. The contractor shall be responsible for the provision of all necessary site signage and markings systems.

Legend

Paving Materials

- Asphalt
- Concrete
- Gravel
- Grass
- Soil

Soft Landscaping

- Tree
- Shrub
- Plant
- Grass
- Soil

Street Furniture

- Benches
- Trash Cans
- Lighting
- Signage
- Markings

Notes

1. All works shall be in accordance with the relevant standards and specifications.
 2. The contractor shall be responsible for obtaining all necessary permits and approvals.
 3. The contractor shall ensure that all works are completed within the specified time frame.
 4. The contractor shall maintain access to all services and facilities at all times.
 5. The contractor shall be responsible for the safety of all workers and the public.
 6. The contractor shall be responsible for the protection of all existing structures and utilities.
 7. The contractor shall be responsible for the removal and disposal of all waste materials.
 8. The contractor shall be responsible for the maintenance of all works until they are fully completed.
 9. The contractor shall be responsible for the provision of all necessary materials and labor.
 10. The contractor shall be responsible for the provision of all necessary equipment and machinery.
 11. The contractor shall be responsible for the provision of all necessary safety equipment and PPE.
 12. The contractor shall be responsible for the provision of all necessary site security and access control.
 13. The contractor shall be responsible for the provision of all necessary site signage and markings.
 14. The contractor shall be responsible for the provision of all necessary site lighting and power.
 15. The contractor shall be responsible for the provision of all necessary site drainage and water supply.
 16. The contractor shall be responsible for the provision of all necessary site ventilation and air conditioning.
 17. The contractor shall be responsible for the provision of all necessary site heating and cooling.
 18. The contractor shall be responsible for the provision of all necessary site fire protection and safety systems.
 19. The contractor shall be responsible for the provision of all necessary site security and access control systems.
 20. The contractor shall be responsible for the provision of all necessary site signage and markings systems.

sew Studio
 10000 10th Street
 Suite 100
 Dallas, TX 75243
 Phone: 214.343.7777
 Fax: 214.343.7778
 Email: info@sewstudio.com
 Website: www.sewstudio.com

Project: Music Box
 Drawing Title: External Works Plan
 Drawing Number: 0245_SEW_RST_7100_00
 Project Number: 0245
 Date: 02/05/16
 Scale: A1
 1:500
 Drawing No.: SEW
 Revision: 1C



48260 0/All Grids



Parking Space Numbers

Level G	56
Level 1	60
Level 2	60
Level 3	62
Level 4	62
Level 5	62
Level 6	62
Total	424

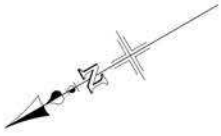
- Including 12 Blue Badge
- Including 18 Brown Badge
- Including 41 Electric Charging

Rev	Description	Date
	Drawings issued for tender submission	
	Client	
	Drawn by	
	Checked by	
	Scale	

BOURNE
PARKING
High Quality Car Parks, Parking Solutions, Motorist
 Facilities and much more. Call us on 01753 475111

Project: **Music Box MSCP
The Old Vinyl Factory**
 Drawing Title: **Ground Floor Plan**

Scale @ A1: **1:125**
 Project Ref: **3...**
 Drawing No: **BPL-504**
 Revision: **T1**



Level 1

Rev	Description	Date
	Drawing Status	
	Project	
	Client	
	Drawn By	
	Checked By	
	Approved By	
	Scale	
	Sheet No.	
	Total Sheets	

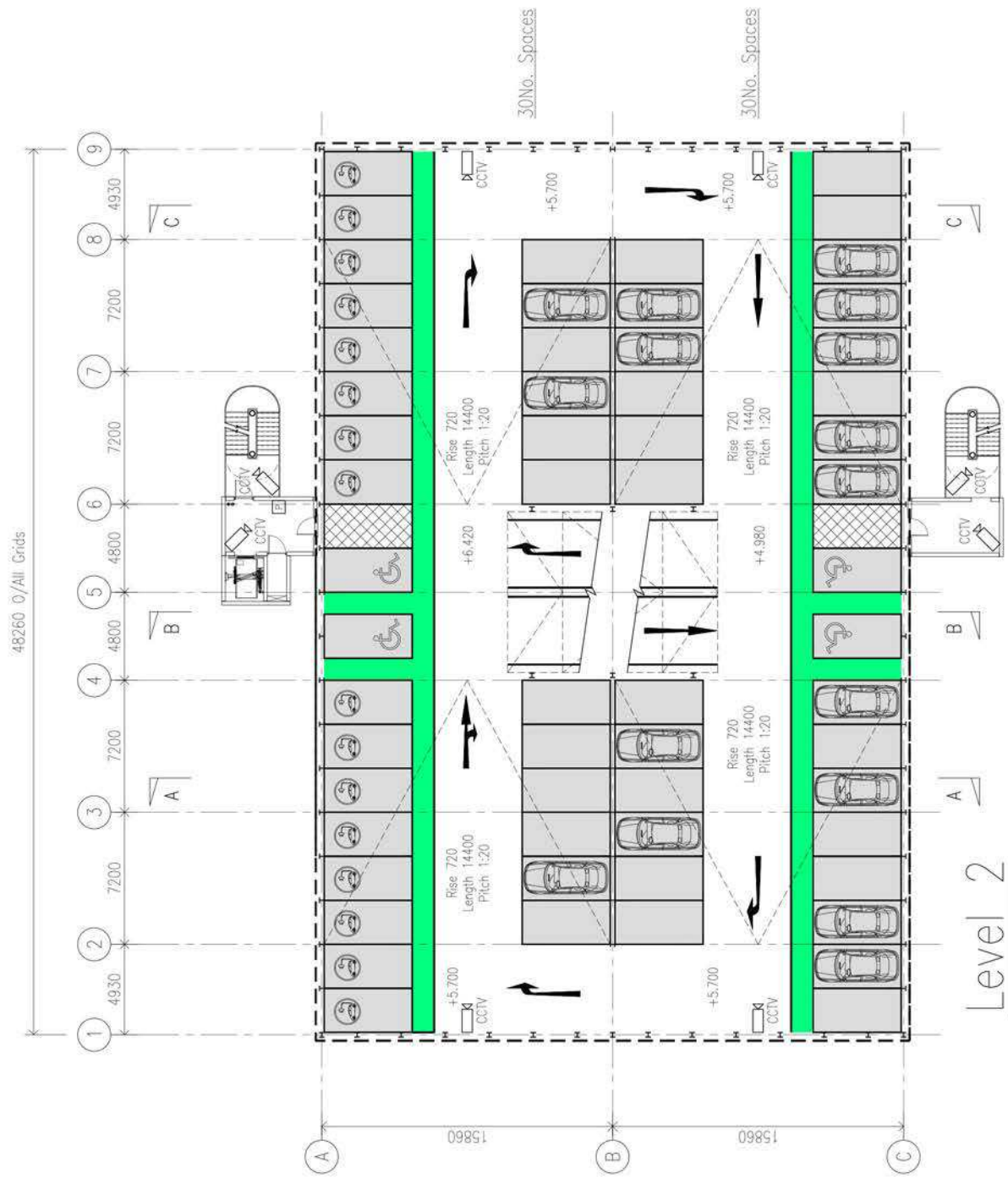
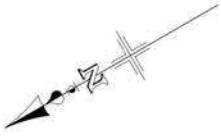
BOURNE PARKING

Infrastructure Development Limited, Registered Companies, 8000 100
 17 FORD STREET, WIMBORNE, DORSET, DT9 9JL

Project
Music Box MSCP
The Old Vinyl Factory

Drawing Title
Level 1 Floor Plan

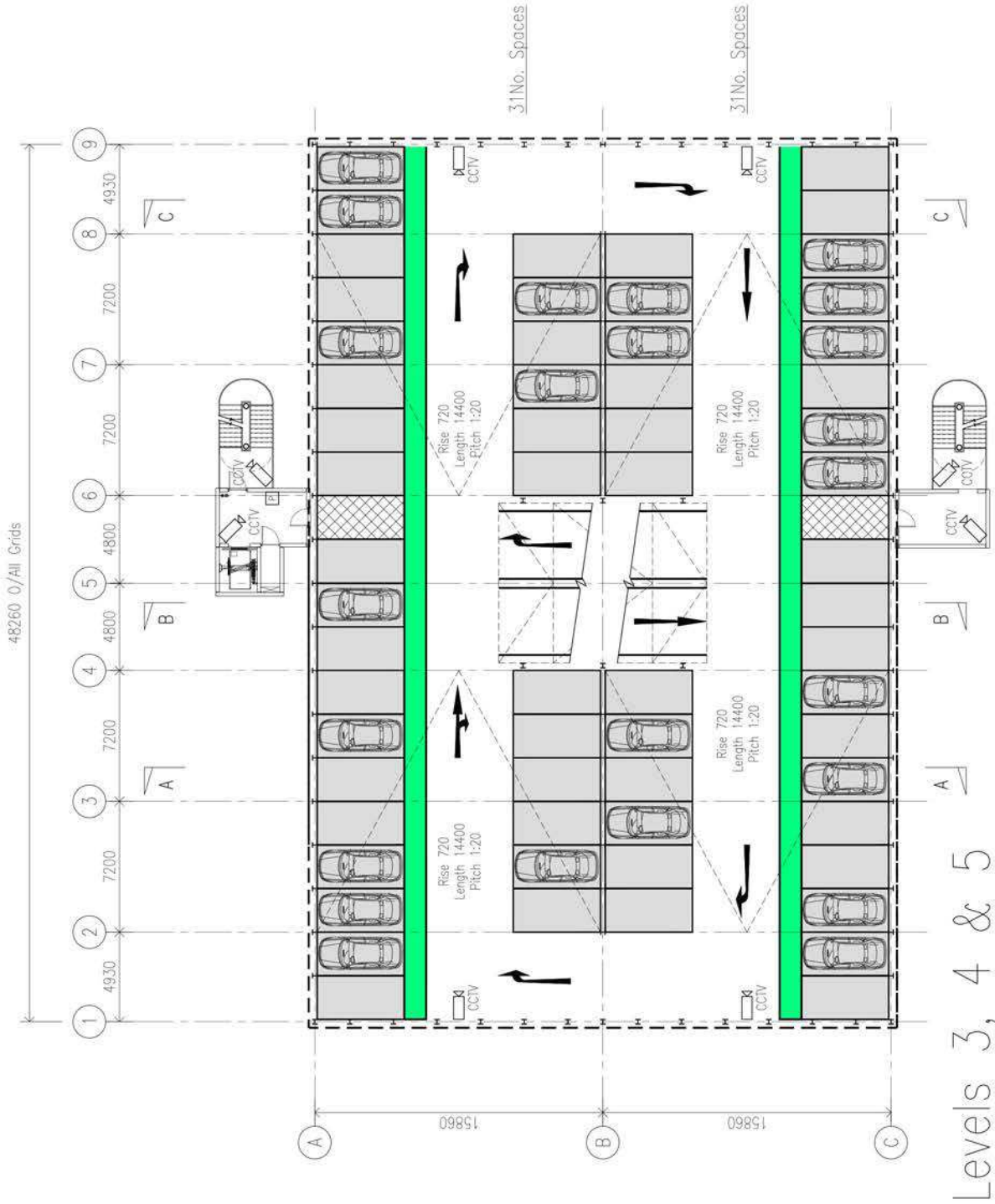
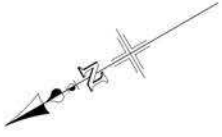
Scale @ A1
1:125
 Project Ref
3...
 Drawing No.
BPL-505
 Revision
T1



Rev	Description	Drawn/Status	Checked/Submitted	Date

BOURNE PARKING
 Music Box MSCP
 The Old Vinyl Factory
 Level 2 Floor Plan

Scale @ A1: 1:125
 Project Ref: 3...
 Drawing No: BPL-506
 Revision: T1



Rev	Description	Date

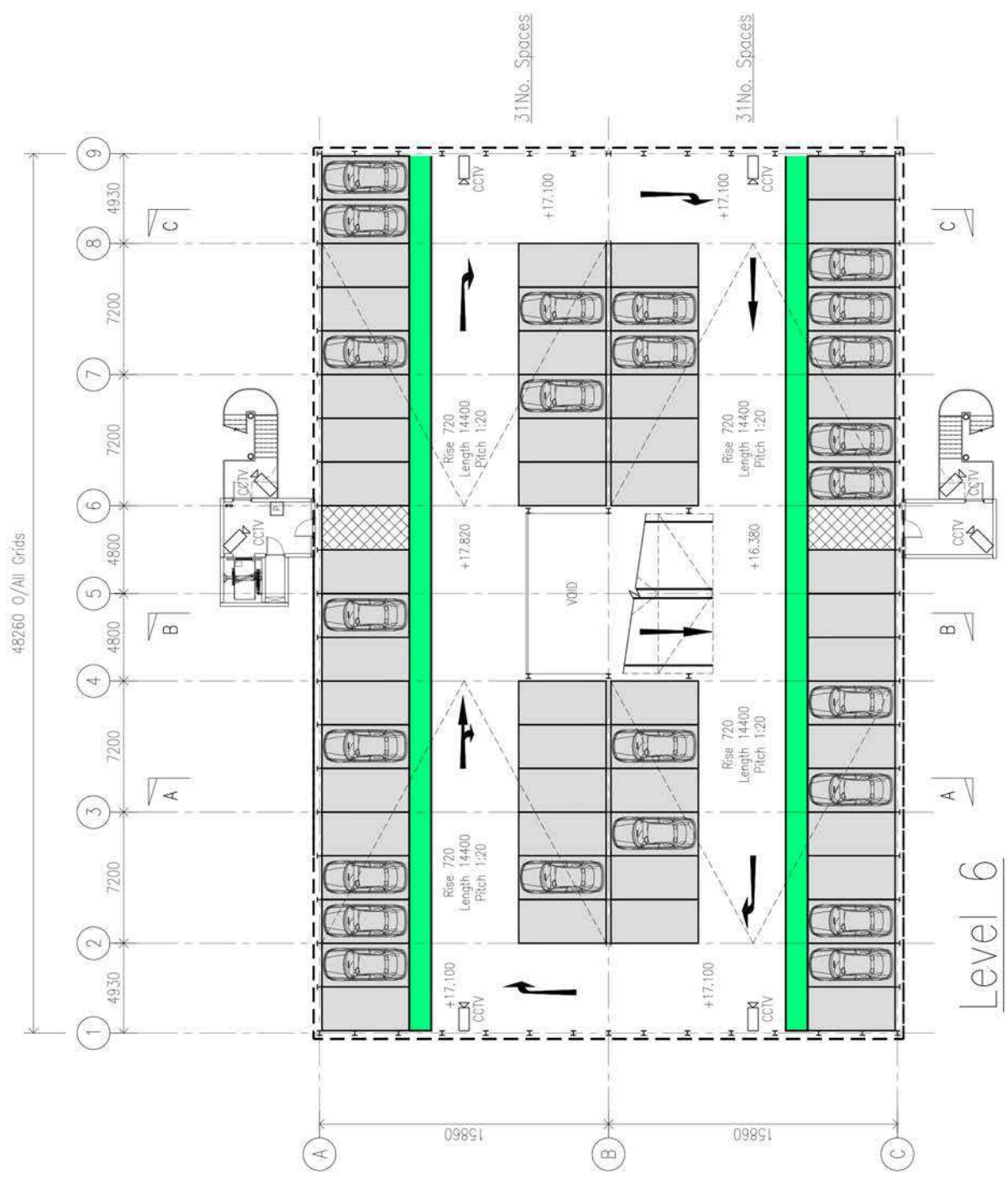
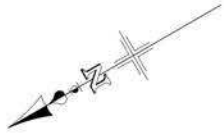
BOURNE
PARKING

Information: Drawings are prepared, checked, and
issued by the following person(s):
Project Manager: [Name], [Title]

Project: Music Box MSCP
The Old Vinyl Factory

Drawing Title: Levels 3, 4 & 5 Floor Plans

Scale @ A1: 1:125
Project Ref: 3...
Drawing No: BPL-507
Revision: T1



Rev	Description	Date
Drawing Status		
Project: ?...		
Client: ?...		
Contract: ?...		

BOURNE PARKING

Professional Services Limited. Registered Companies. R021510
17 FIVE BISHOPSTON ROAD, CHICHESTER, PO19 1JF

Project:
Music Box MSCP
The Old Vinyl Factory

Drawing Title:
Level 6 Floor Plan

Scale @ A1: 1:125

Project Ref: 3...

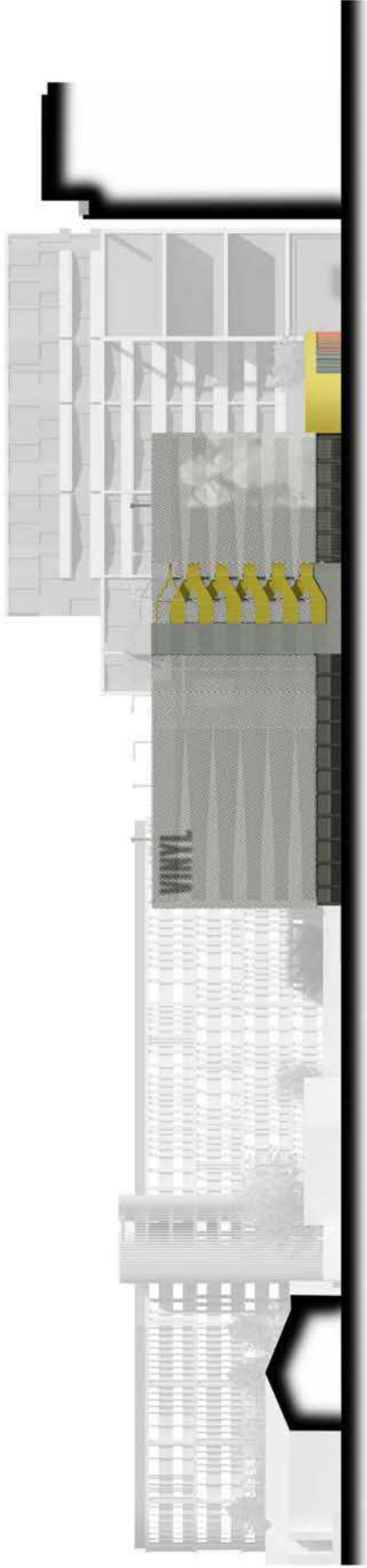
Drawing No: BPL-508

Revision: T1

This drawing is copyright and the property of Williams Lester Ltd. It may not be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Williams Lester Ltd. All dimensions are in millimeters unless otherwise stated. Accuracy is the responsibility of the Architect.

REVISION NOTES

No.	Description	Date



SW ele in context



NW Elev In Context



WILLIAMS LESTER
 CHARTERED ARCHITECTS
 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
 www.williamslester.com 01425 482234

Client
Bourne Parking

Project
**The Music Box
 The Old Vinyl Factory,
 Hayes, Middlesex**

Title
Context Elevations

Scale: @ A3 Date: 20/10/2015
 Drawn: Author: Checked: Checker:
 Drawing No: 5344-PL-08
 Revision

CAD file name: 19102015 - PL0414.dwg
 20/10/2015 14:55:41
 14/10/2015 14:55:41







This drawing is copyright and the property of Williams Lester & Co. Any reproduction or use of this drawing without their prior written consent is prohibited.

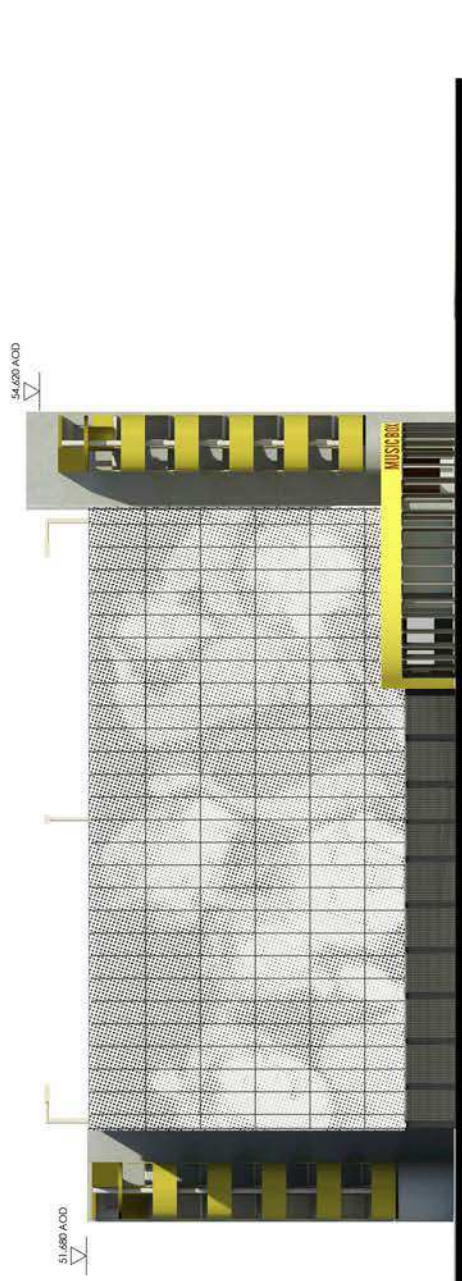
Do not scale from this drawing. Work to agreed dimensions. All dimensions to be checked from the end and any discrepancies reported to the architect immediately.

REVISION NOTES

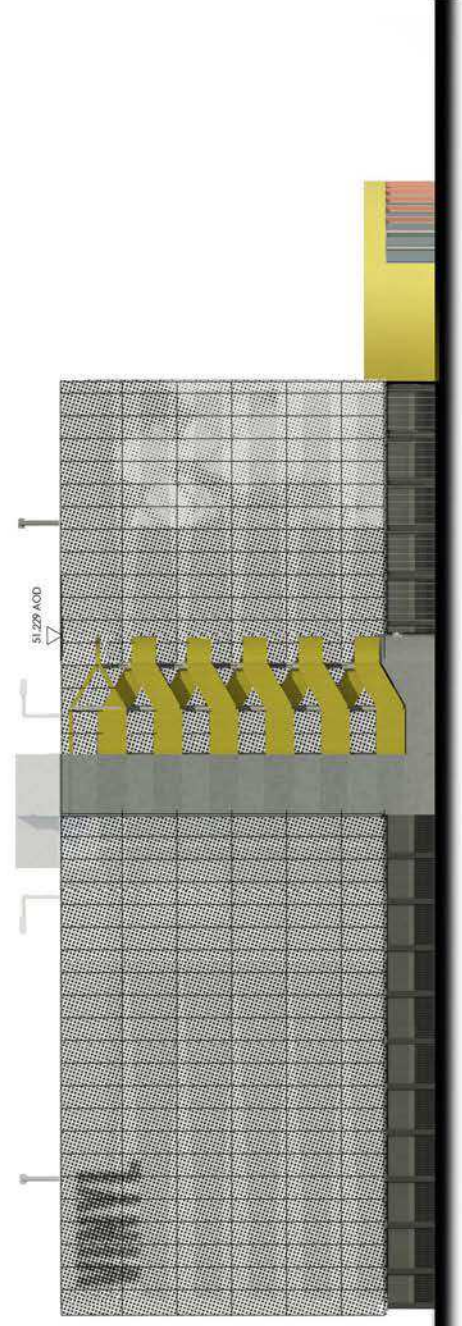
Rev	Description	Date
A	Screen image changed	10.08.20
B	Revised image	19.07.15
C	Start of UP	17.02.20
D	Colour elevations	22.02.20
E	Start changes	05.03.20
F	Lighting highlighted	19.07.15
G	Access ramp amended	17.02.20
H	RAL 3032 amended to read RAL 1032.	10.08.20

Materials Key

-  Perforated metal panels with regular perforations
RAL 9006
-  Perforated metal panels with punched image
RAL 9006
-  Corrugated PC concrete panels
-  Fair faced PC concrete panels
-  Corrugated metal mesh panels, both water, polished, columns
-  Aluminum window and door frames RAL 7021 with red return panels RAL 2001



South East Elevation



South West Elevation





WILLIAMS LESTER
CHARTERED ARCHITECTS
Enterprise House, One Arch Lane, Ringwood, BH24 1PH
www.williamslester.com mail@williamslester.com
01425 460234

Client
Bourne Parking

Project
**The Music Box
The Old Vinyl Factory,
Hayes, Middlesex**

Scale A2(0) Date: 20/10/2015
Drawn: JJ Checked: SJ
Drawing No: **5344-PL-05**
Revision: **H**

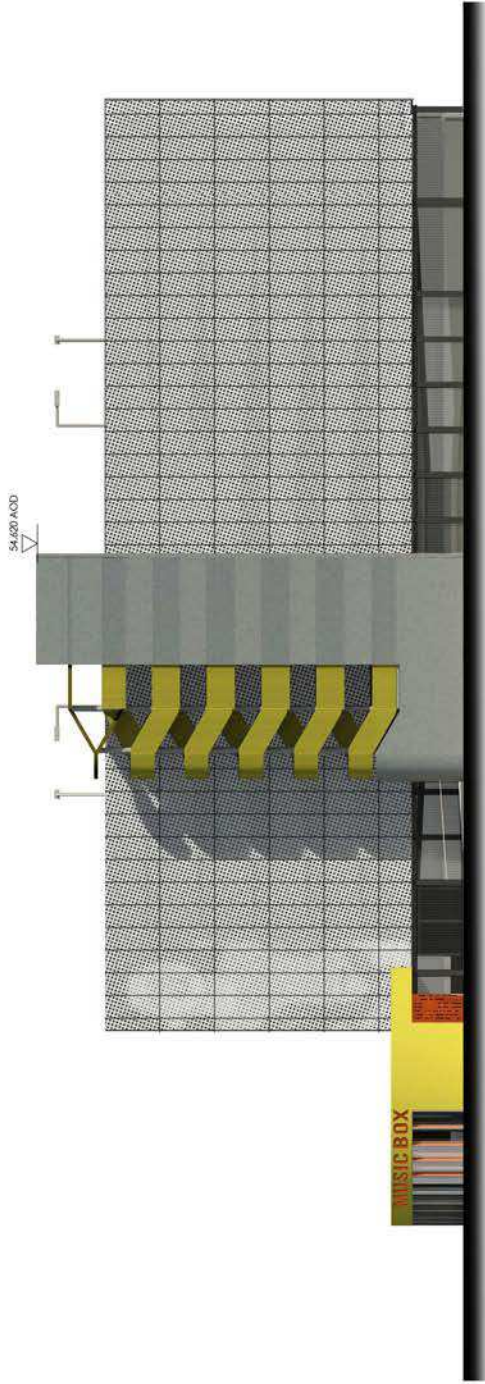
Title
Elevations 1 of 2

This drawing is copyright and the property of Williams Lester. It may not be copied, reproduced, or altered in any way without their written consent.

Do not scale from this drawing, refer to figure dimensions. All dimensions to be checked on site and any discrepancies reported to the architect immediately.

REVISION NOTES

Rev.	Description	Date
A	Screen image changed	02.11.20
B	Revised image	19.10.20
C	Clare GUP	17.02.20
D	Colour elevations	22.02.20
E	Start changes	05.03.20
F	Landscape reinstated	19.03.20
G	Access ramp amended	17.02.20



North East Elevation



WILLIAMS LESTER
CHARTERED ARCHITECTS

Enterprise House, Clive Arch Lane, Ringwood, BH24 1PH
www.williamslester.com mail@williamslester.com
01425 463234

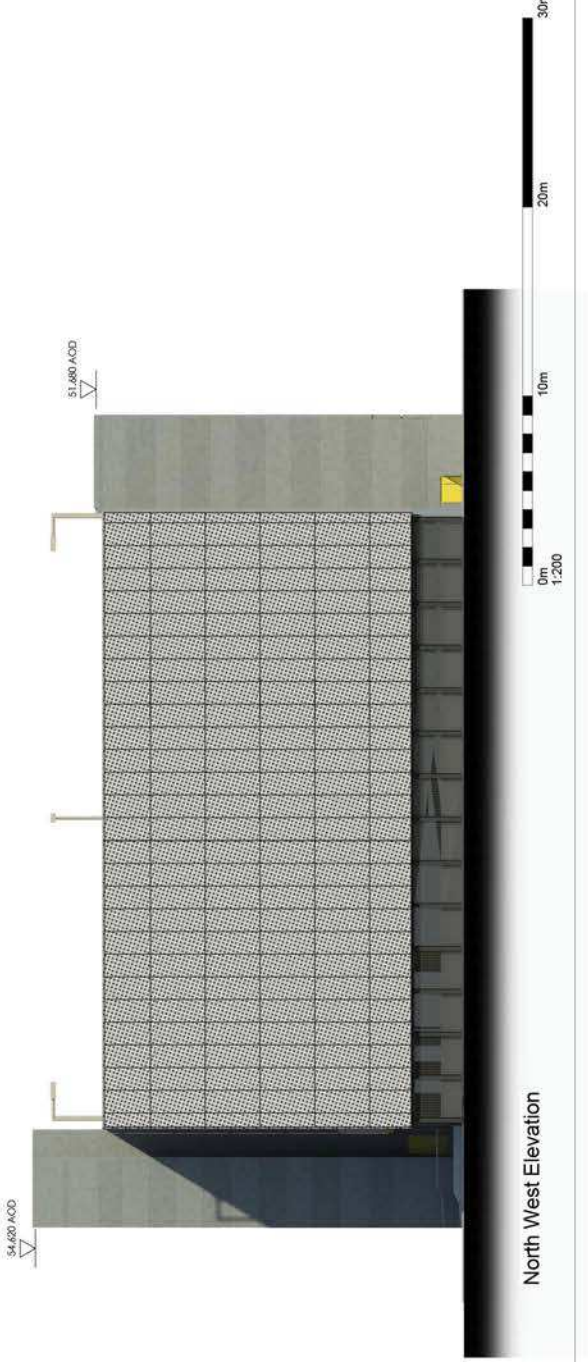
Client
Bourne Parking

Project
**The Music Box
The Old Vinyl Factory,
Hayes, Middlesex**

Scale A2/E6
Drawn: JI
Checked: SJ

Date: 20/10/2015

Revision
5344-PL-06
G



North West Elevation



Rev	Description	Date
	Drawing Status	
	Project Submission	
	Client	
	?	

bourne
PARKING

11000 11th Street, Suite 100, Richmond, BC V6V 1K1
Tel: 604.273.8888

Project
Music Box MSCP
The Old Vinyl Factory

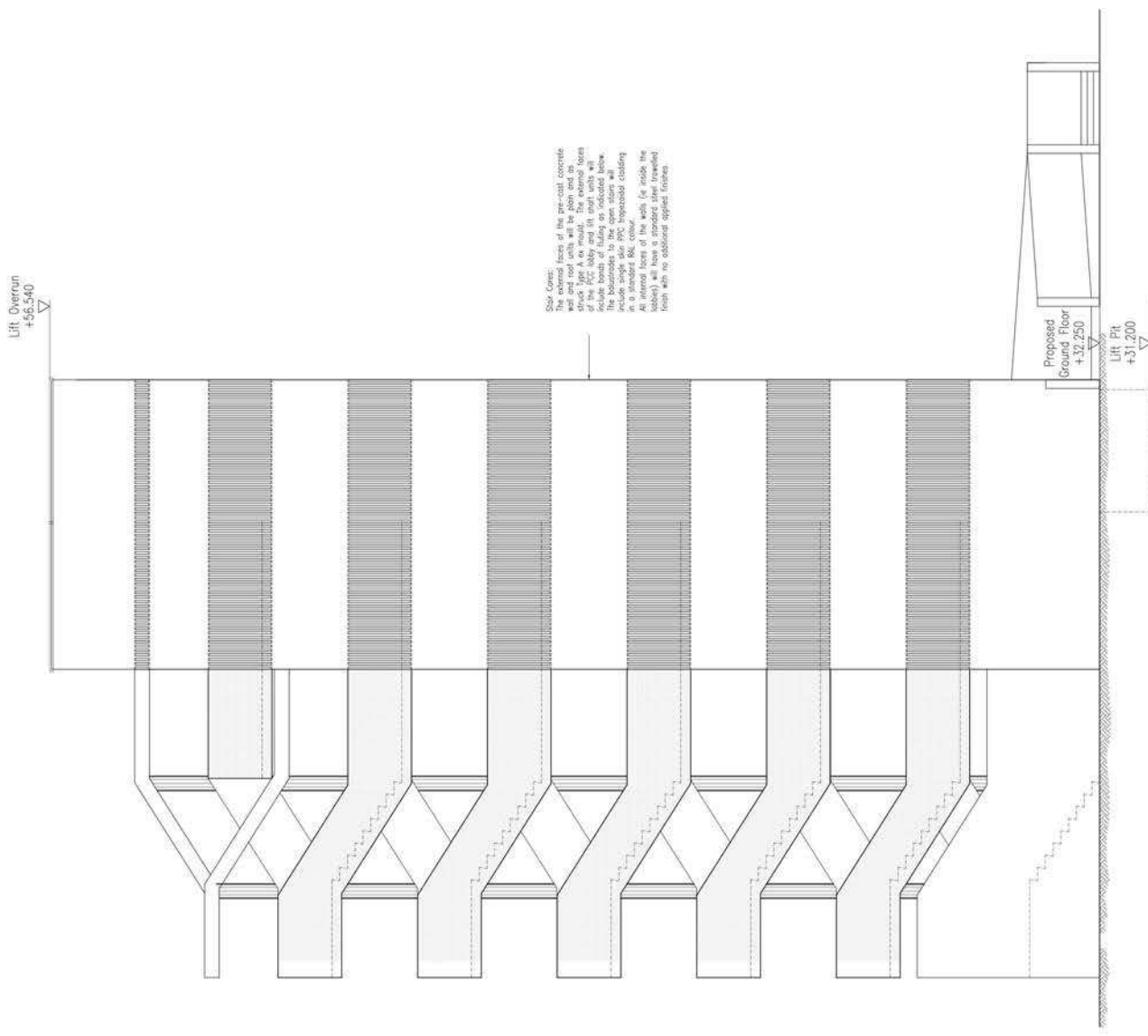
Drawing Title
Elevations - Stair 1

Scale @ A1
1:125

Project Ref.
3...

Drawing No.
BPL-510

Revision
T1



Stair Core: Ends of the pre-cast concrete wall and roof units will be plain and abutted. The exposed faces of the concrete will be finished with a light grey paint. The balustrades to the open store will include handrails of 40mm diameter stainless steel. The balustrades to the open store will include single side 500 translucent cladding. All internal faces of the walls (ie inside the lobby) will have a standard steel trawler finish with no additional applied finishes.

Elevation X-X On Stair Core ONE

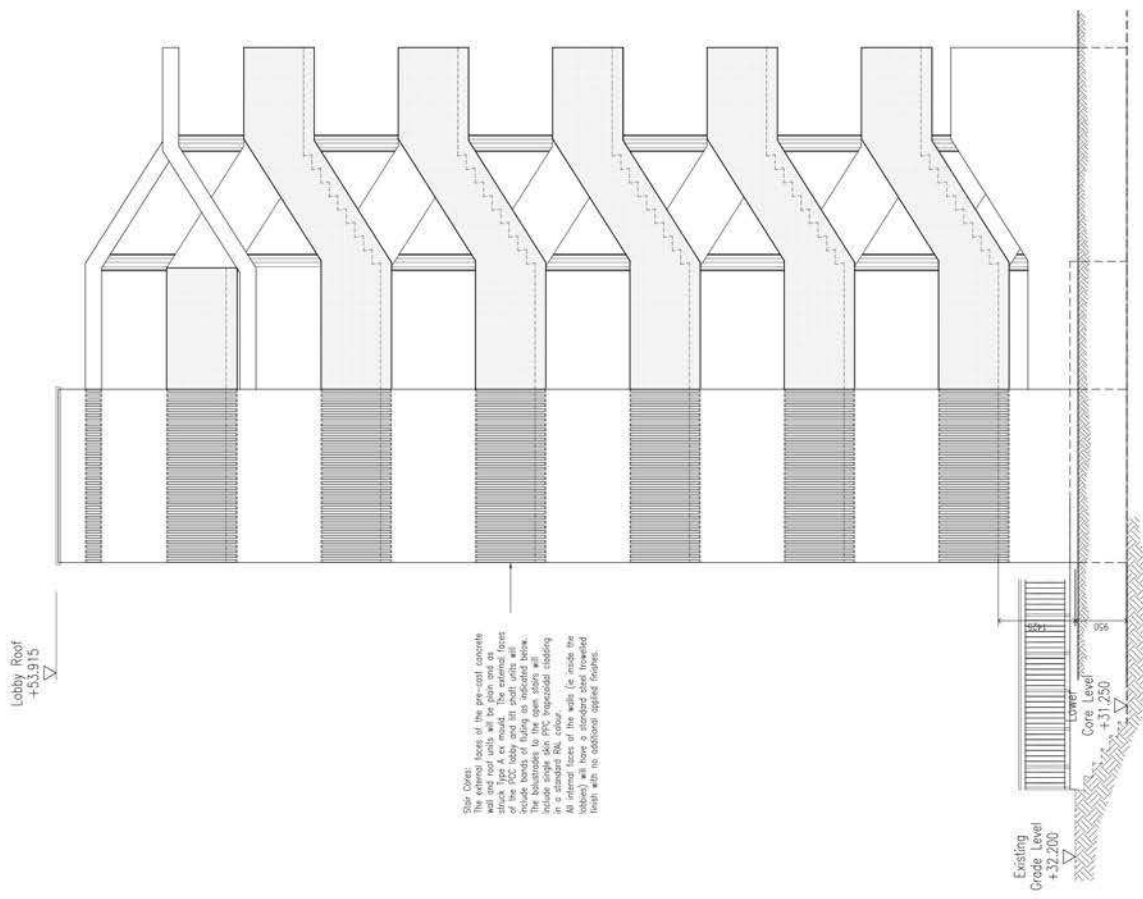
Rev	Description	Date
	Drawing Status	
	Contract Submission	
	Permit	
	?	

bourne PARKING
 1000 South University Ave. | Raleigh, NC 27603
 757.633.6100 | www.bourneparking.com

Project
Music Box MSCP
The Old Vinyl Factory

Drawing Title
Elevations - Stair 2

Scale @ A1	Project Ref.
1:125	3...
Drawing No.	Revision
BPL-511	T1



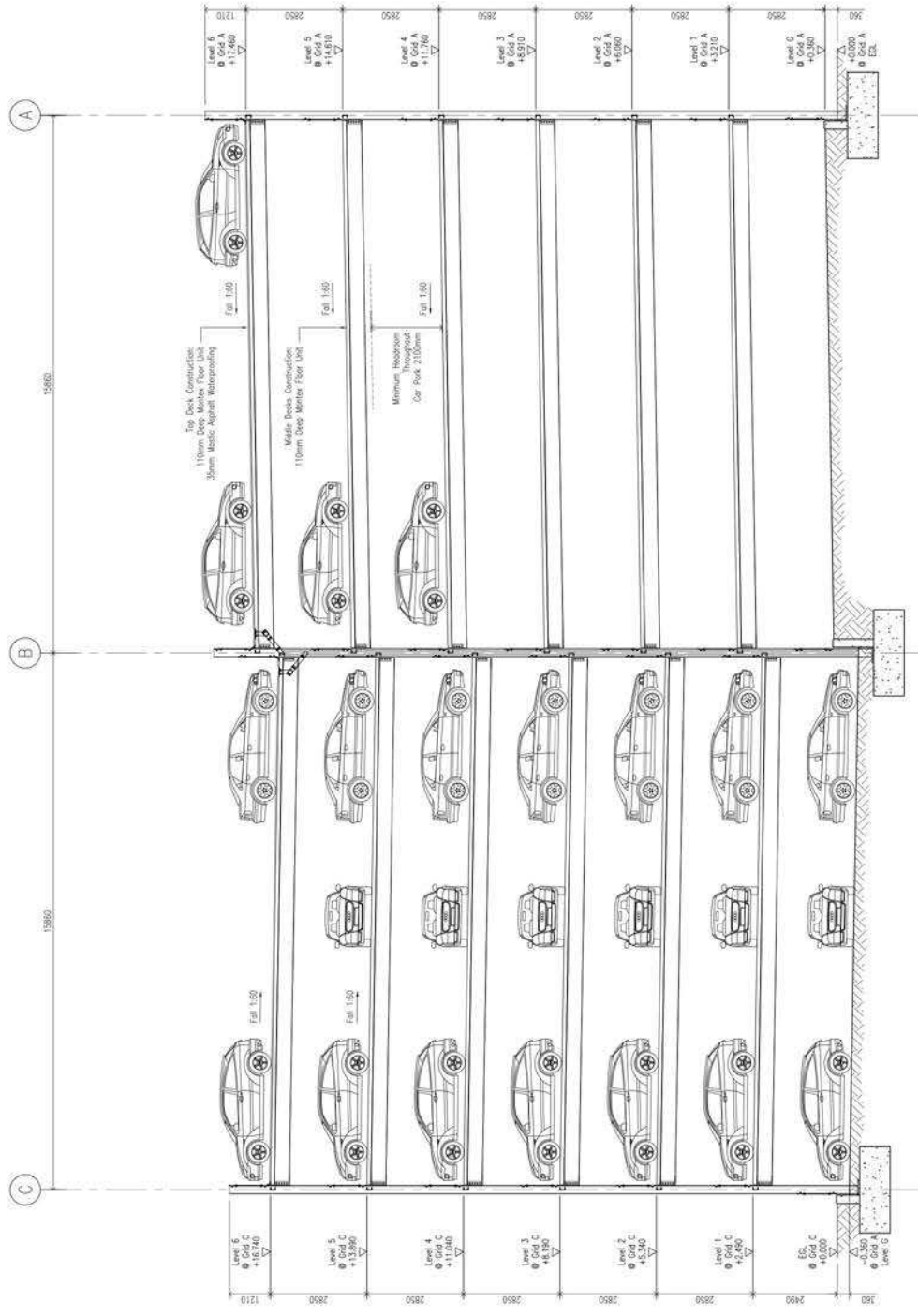
Elevation Y-Y On Stair Core TWO

Stair Doors: Doors of the proposed assembly area and roof walls will be plain and as struck type A or mould. The external faces of the PCF lobby and lift shaft walls will be finished with a decorative pattern. The balustrades to the open stairs will include single skin PVC, integrated cladding in a decorative finish. All external faces of the walls (i.e. inside the lobby) will have a standard steel traweled finish with no additional applied finishes.

Lobby Roof
 +33.915

Existing
 Grade Level
 +32.200

Core Level
 +31.250



Section A-A Typical Section Thro' Ramp Deck
(Levels Shown At Grid 3)

Rev	Description	Date

BOURNE
PARKING

Project
Music Box MSCP
The Old Vinyl Factory

Scale @ A1
1:75

Project Ref.
3...

Drawing No.
BPL-501

Revision
T1

Section A-A

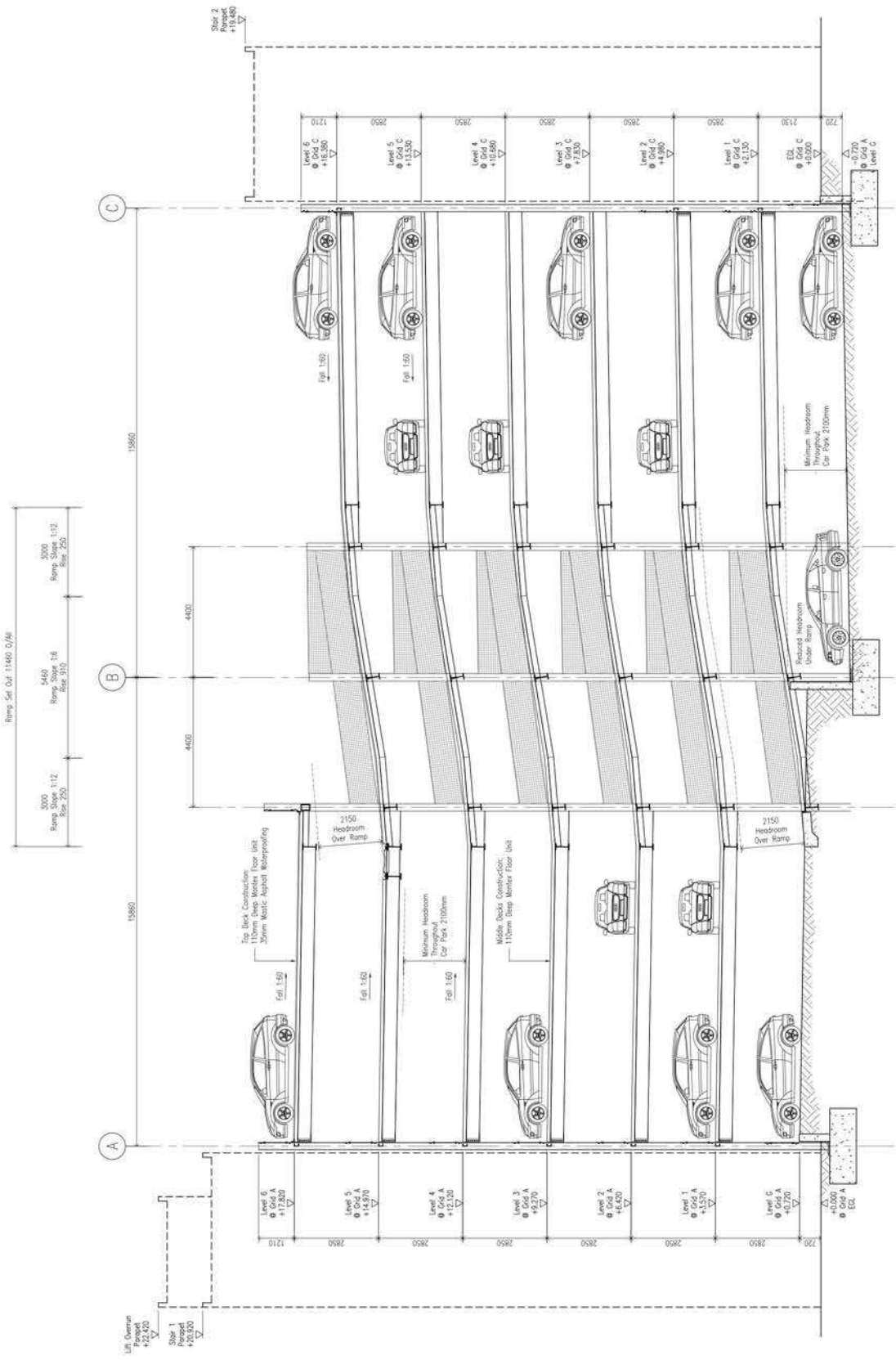
Project
Music Box MSCP
The Old Vinyl Factory

Scale @ A1
1:75

Project Ref.
3...

Drawing No.
BPL-501

Revision
T1



Section B-B Typical Section Thru Ramp
(Levels Shown At Grid 4)

Rev	Description	Date
1	Drawings	
2	Revised	
3	Final	
4	Final	
5	Final	
6	Final	
7	Final	
8	Final	
9	Final	
10	Final	
11	Final	
12	Final	
13	Final	
14	Final	
15	Final	
16	Final	
17	Final	
18	Final	
19	Final	
20	Final	
21	Final	
22	Final	
23	Final	
24	Final	
25	Final	
26	Final	
27	Final	
28	Final	
29	Final	
30	Final	
31	Final	
32	Final	
33	Final	
34	Final	
35	Final	
36	Final	
37	Final	
38	Final	
39	Final	
40	Final	
41	Final	
42	Final	
43	Final	
44	Final	
45	Final	
46	Final	
47	Final	
48	Final	
49	Final	
50	Final	
51	Final	
52	Final	
53	Final	
54	Final	
55	Final	
56	Final	
57	Final	
58	Final	
59	Final	
60	Final	
61	Final	
62	Final	
63	Final	
64	Final	
65	Final	
66	Final	
67	Final	
68	Final	
69	Final	
70	Final	
71	Final	
72	Final	
73	Final	
74	Final	
75	Final	
76	Final	
77	Final	
78	Final	
79	Final	
80	Final	
81	Final	
82	Final	
83	Final	
84	Final	
85	Final	
86	Final	
87	Final	
88	Final	
89	Final	
90	Final	
91	Final	
92	Final	
93	Final	
94	Final	
95	Final	
96	Final	
97	Final	
98	Final	
99	Final	
100	Final	

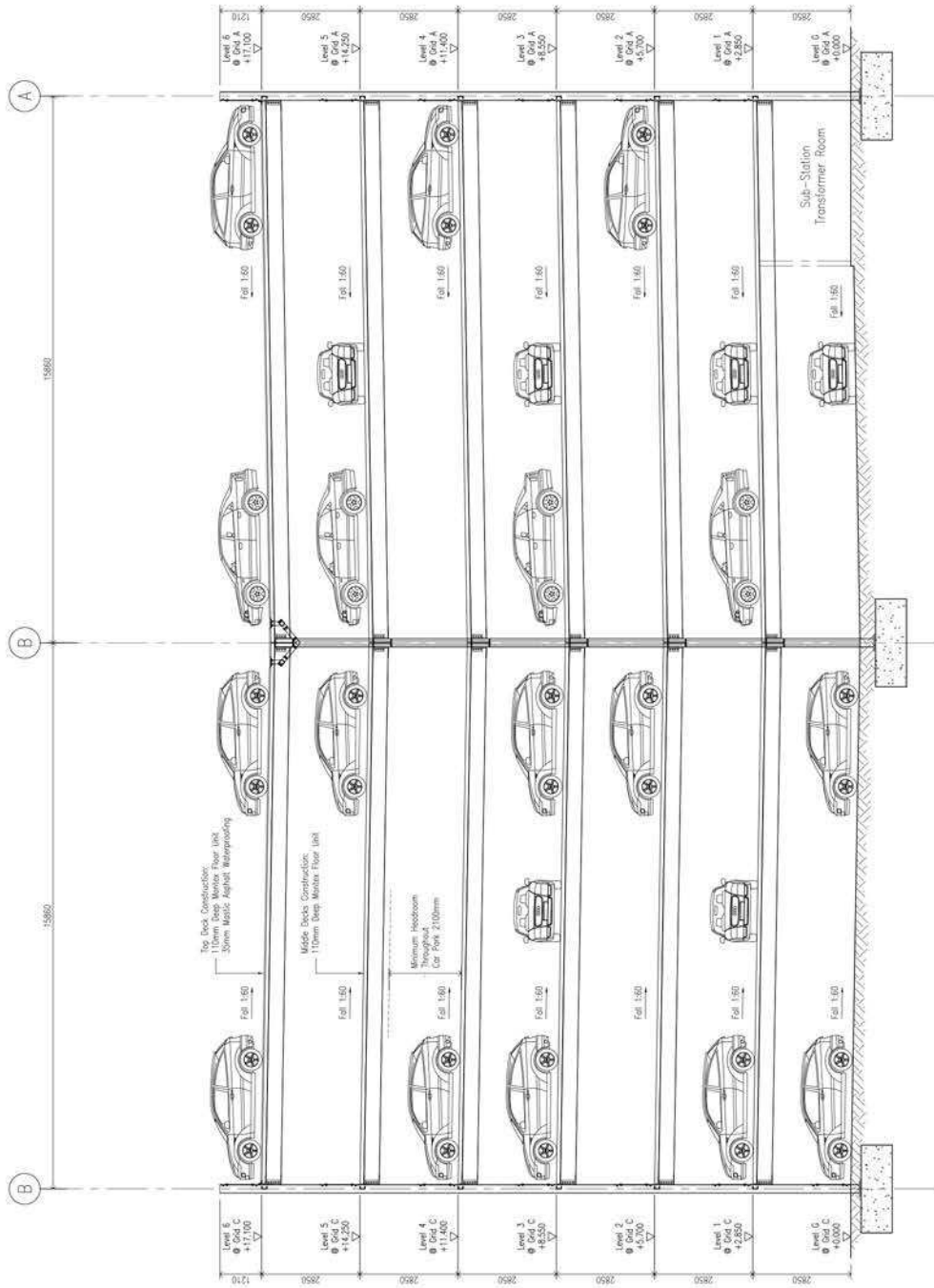
BOURNE
PARKING

BOURNE CONSULTANTS
7, FIVE STORES BUILDING, 100, COLLEGE STREET, DUBLIN 2, IRELAND

Project
Music Box MSCP
The Old Vinyl Factory

Section B-B
Drawing Title

Scale @ A1 1:75
Project Ref. 3...
Drawing No. BPL-502
Revision T1



Section C-C Typical Section Thro' End Bays
(Levels Shown At Grid 8)

Rev	Description	Date
	Drawing Status	
	Project Submission	
	Client	?

BOURNE
PARKING

Registration: Construction, Registered Architect, 1001 St
7, 1001 St, 1001 St, 1001 St, 1001 St

Project:
Music Box MSCP
The Old Vinyl Factory

Drawing Title:
Section C-C

Scale @ A1: **1:75**
Project Ref: **3...**
Drawing No: **BPL-503**
Revision: **T1**

Notes

1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25	26	27
28	29	30
31	32	33
34	35	36
37	38	39
40	41	42
43	44	45
46	47	48
49	50	51
52	53	54
55	56	57
58	59	60
61	62	63
64	65	66
67	68	69
70	71	72
73	74	75
76	77	78
79	80	81
82	83	84
85	86	87
88	89	90
91	92	93
94	95	96
97	98	99
100	101	102
103	104	105
106	107	108
109	110	111
112	113	114
115	116	117
118	119	120
121	122	123
124	125	126
127	128	129
130	131	132
133	134	135
136	137	138
139	140	141
142	143	144
145	146	147
148	149	150
151	152	153
154	155	156
157	158	159
160	161	162
163	164	165
166	167	168
169	170	171
172	173	174
175	176	177
178	179	180
181	182	183
184	185	186
187	188	189
190	191	192
193	194	195
196	197	198
199	200	201
202	203	204
205	206	207
208	209	210
211	212	213
214	215	216
217	218	219
220	221	222
223	224	225
226	227	228
229	230	231
232	233	234
235	236	237
238	239	240
241	242	243
244	245	246
247	248	249
250	251	252
253	254	255
256	257	258
259	260	261
262	263	264
265	266	267
268	269	270
271	272	273
274	275	276
277	278	279
280	281	282
283	284	285
286	287	288
289	290	291
292	293	294
295	296	297
298	299	300
301	302	303
304	305	306
307	308	309
310	311	312
313	314	315
316	317	318
319	320	321
322	323	324
325	326	327
328	329	330
331	332	333
334	335	336
337	338	339
340	341	342
343	344	345
346	347	348
349	350	351
352	353	354
355	356	357
358	359	360
361	362	363
364	365	366
367	368	369
370	371	372
373	374	375
376	377	378
379	380	381
382	383	384
385	386	387
388	389	390
391	392	393
394	395	396
397	398	399
400	401	402
403	404	405
406	407	408
409	410	411
412	413	414
415	416	417
418	419	420
421	422	423
424	425	426
427	428	429
430	431	432
433	434	435
436	437	438
439	440	441
442	443	444
445	446	447
448	449	450
451	452	453
454	455	456
457	458	459
460	461	462
463	464	465
466	467	468
469	470	471
472	473	474
475	476	477
478	479	480
481	482	483
484	485	486
487	488	489
490	491	492
493	494	495
496	497	498
499	500	501
502	503	504
505	506	507
508	509	510
511	512	513
514	515	516
517	518	519
520	521	522
523	524	525
526	527	528
529	530	531
532	533	534
535	536	537
538	539	540
541	542	543
544	545	546
547	548	549
550	551	552
553	554	555
556	557	558
559	560	561
562	563	564
565	566	567
568	569	570
571	572	573
574	575	576
577	578	579
580	581	582
583	584	585
586	587	588
589	590	591
592	593	594
595	596	597
598	599	600
601	602	603
604	605	606
607	608	609
610	611	612
613	614	615
616	617	618
619	620	621
622	623	624
625	626	627
628	629	630
631	632	633
634	635	636
637	638	639
640	641	642
643	644	645
646	647	648
649	650	651
652	653	654
655	656	657
658	659	660
661	662	663
664	665	666
667	668	669
670	671	672
673	674	675
676	677	678
679	680	681
682	683	684
685	686	687
688	689	690
691	692	693
694	695	696
697	698	699
700	701	702
703	704	705
706	707	708
709	710	711
712	713	714
715	716	717
718	719	720
721	722	723
724	725	726
727	728	729
730	731	732
733	734	735
736	737	738
739	740	741
742	743	744
745	746	747
748	749	750
751	752	753
754	755	756
757	758	759
760	761	762
763	764	765
766	767	768
769	770	771
772	773	774
775	776	777
778	779	780
781	782	783
784	785	786
787	788	789
790	791	792
793	794	795
796	797	798
799	800	801
802	803	804
805	806	807
808	809	810
811	812	813
814	815	816
817	818	819
820	821	822
823	824	825
826	827	828
829	830	831
832	833	834
835	836	837
838	839	840
841	842	843
844	845	846
847	848	849
850	851	852
853	854	855
856	857	858
859	860	861
862	863	864
865	866	867
868	869	870
871	872	873
874	875	876
877	878	879
880	881	882
883	884	885
886	887	888
889	890	891
892	893	894
895	896	897
898	899	900
901	902	903
904	905	906
907	908	909
910	911	912
913	914	915
916	917	918
919	920	921
922	923	924
925	926	927
928	929	930
931	932	933
934	935	936
937	938	939
940	941	942
943	944	945
946	947	948
949	950	951
952	953	954
955	956	957
958	959	960
961	962	963
964	965	966
967	968	969
970	971	972
973	974	975
976	977	978
979	980	981
982	983	984
985	986	987
988	989	990
991	992	993
994	995	996
997	998	999
1000	1001	1002



TREES

ABB	Name	Form	Age	Depth	Height	Clear Stem	Quantity
AB	Arborea laevis	Multi Stem	3x	NA	2.5-3m	0-30mm	4
AF	Banksia laevis	Multi Stem	3x	NA	2.5-3m	0-30mm	4
AG	Quercus laevis	Multi Stem	3x	NA	2.5-3m	0-30mm	4
AK	Quercus laevis	Multi Stem	3x	NA	2.5-3m	0-30mm	4
AL	Quercus laevis	Multi Stem	3x	NA	2.5-3m	0-30mm	4
AM	Quercus laevis	Multi Stem	3x	NA	2.5-3m	0-30mm	4
AN	Quercus laevis	Multi Stem	3x	NA	2.5-3m	0-30mm	4
AO	Quercus laevis	Multi Stem	3x				

This drawing is copyright and the property of Williams Lester Architects. It may not be copied, reproduced or altered in any way without their written authority.
 It is to be used only for the project and site specified. All dimensions are to be checked by the architect immediately.
 Any Vendor/Tradesperson is instructed not to be performed by competent tradesperson or subcontractor.

REV.	DESCRIPTION	DATE

REVISION NOTES

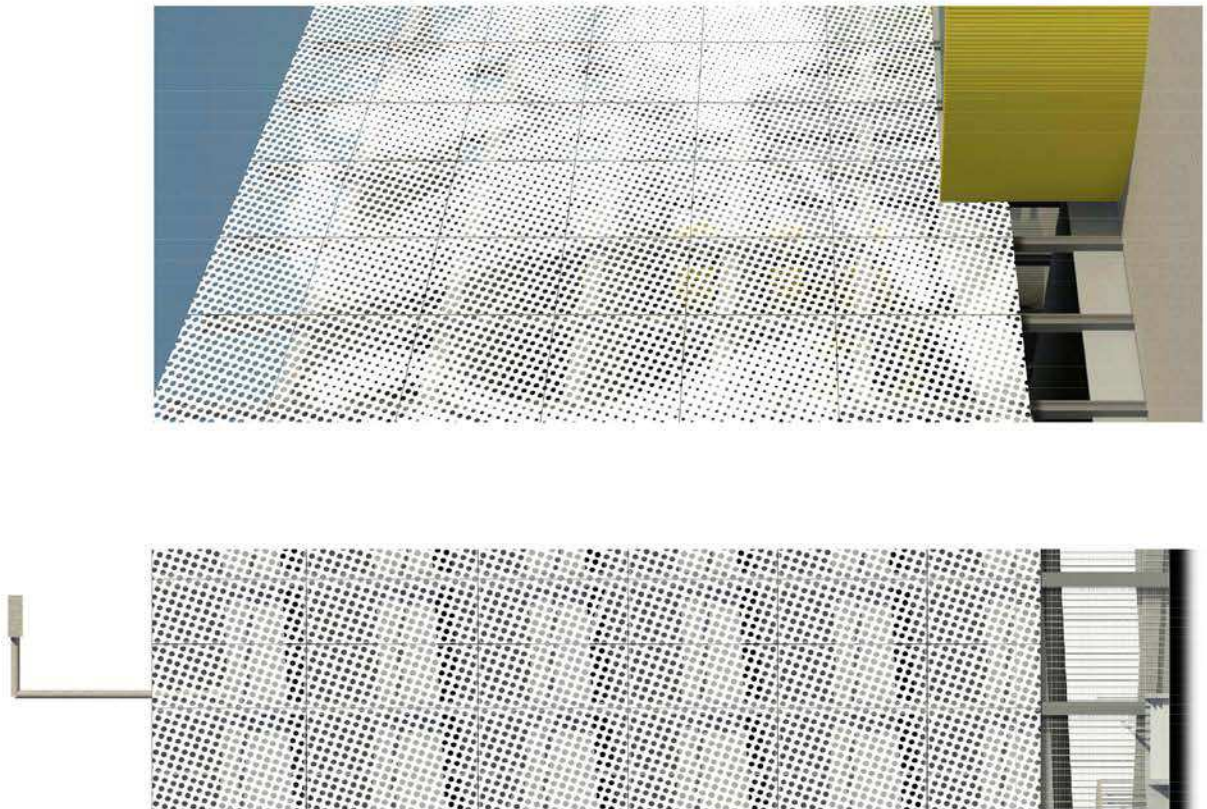
WILLIAMS LESTER
 CHARTERED ARCHITECTS
 Ecclestone House, One Ash Lane, Ringwood, BH24 1PL
 www.williams-lester.com 01425 483234

Chart
Bourne Parking

Project
**The Music Box
 The Old Vinyl Factory
 Hayes, Middlesex**

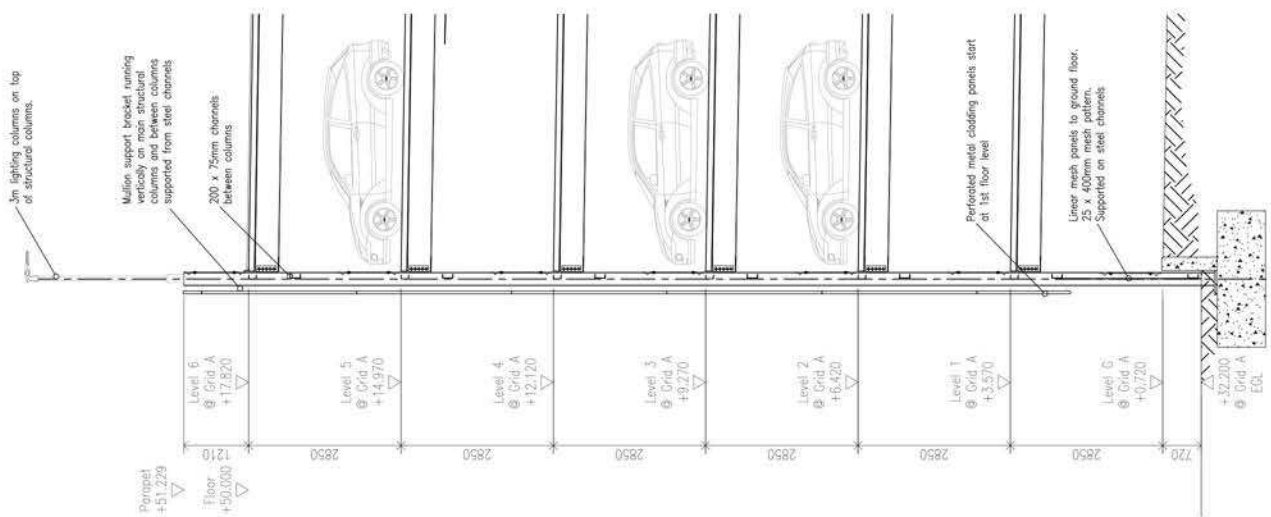
Title
**Section Through Cladding
 Part Elevation**

Scale: 1:50 @ A2 Date: 19/02/2016
 Drawn: MS Checked: LS
 Drawing No: 5344-PL-07 Revision: B



Perspective of Cladding system

Part Elevation of Cladding @1:50



Section Through Cladding @ 1:50

General Notes
 We warrant these details. This drawing should not be used for individual areas for the purposes of valuation. Do not make any changes. All dimensions to be taken from the face of the work. All work must comply with relevant British Standards and Building Regulations. Measurements, drawings and materials to be specified in the contract.

Notes

Rev	Date	Reason for Issue	Chk

Keyplan

Scale Bar

sew Studio Egret West
 5 Brewhouse Yard
 London
 EC3N 4JQ
 0207 549 1730
 hello@sewest.com
 egretwest.com
 ©2015 SEW Ltd

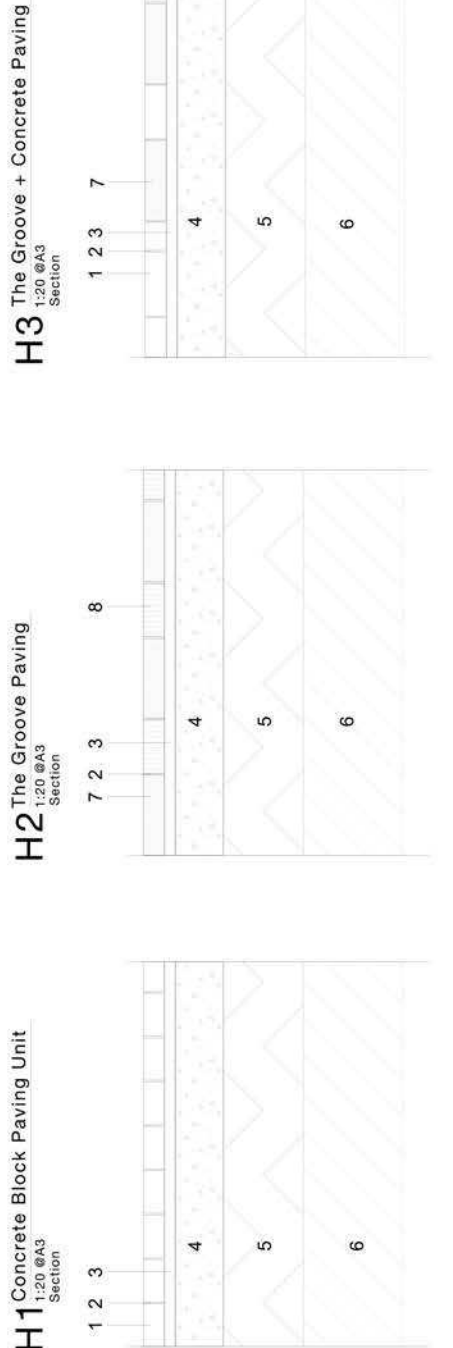
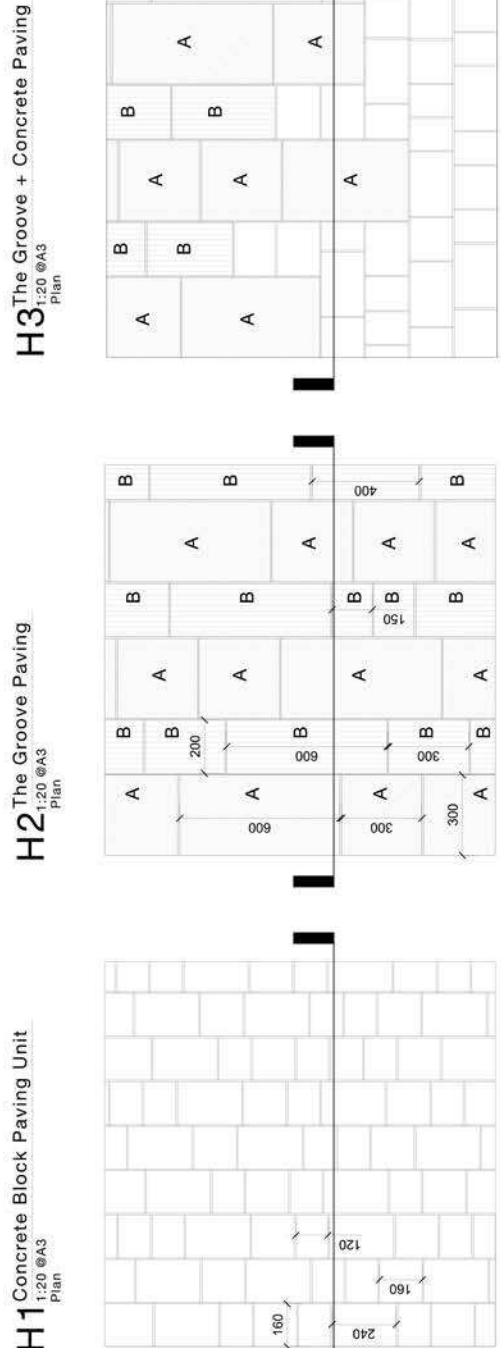
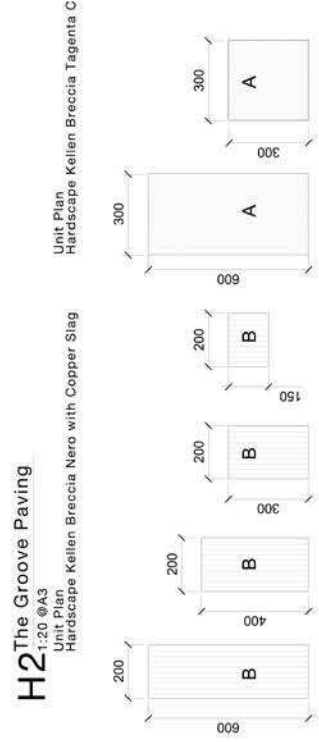
Client
 U+1

Project
 Music Box

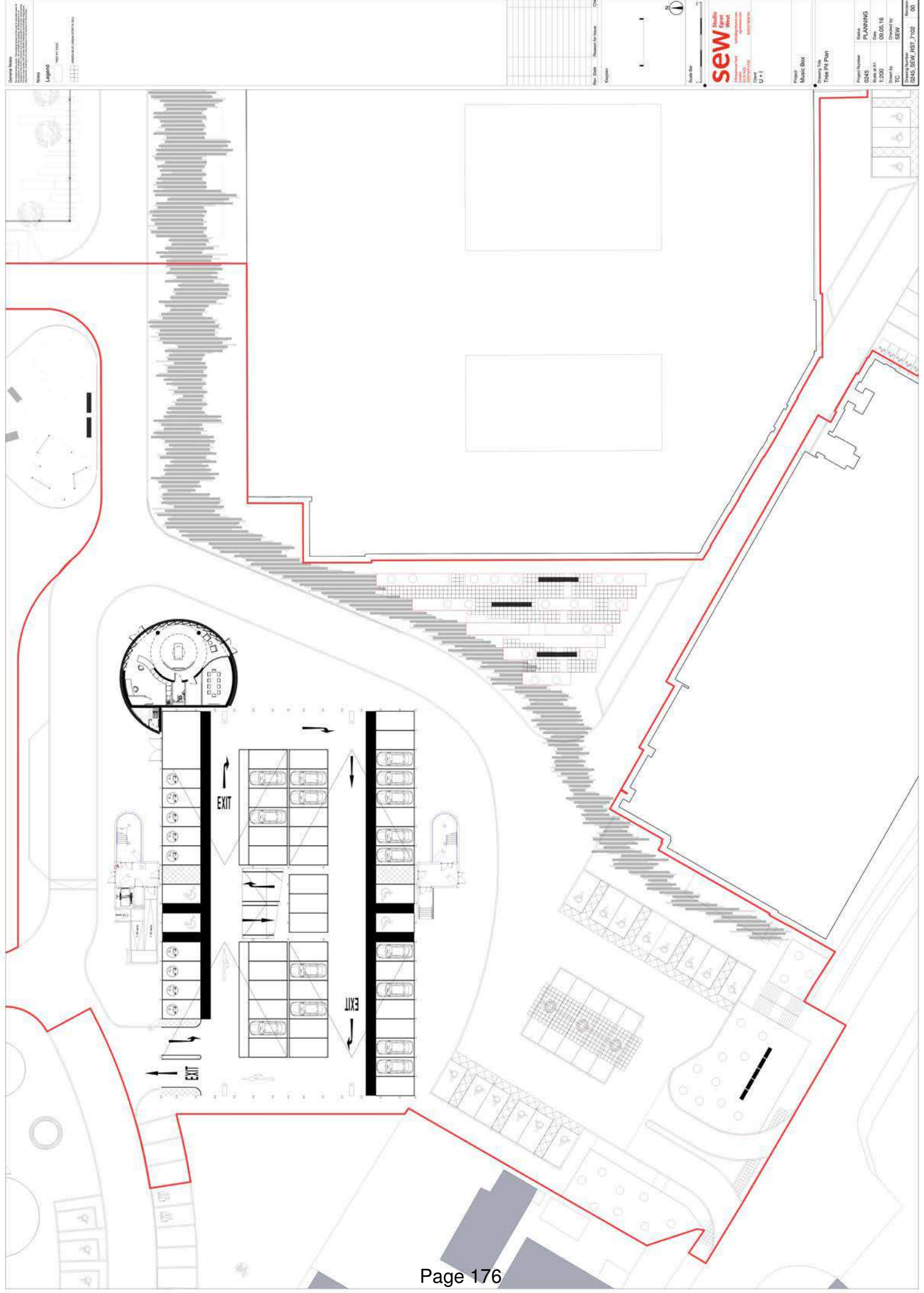
Drawing Title
 Typical Paving Details

Project Number	Status
0245	PLANNING
Scale at A3	Date
1:20	09.05.16
Drawn by	Checked by
TC	SEW

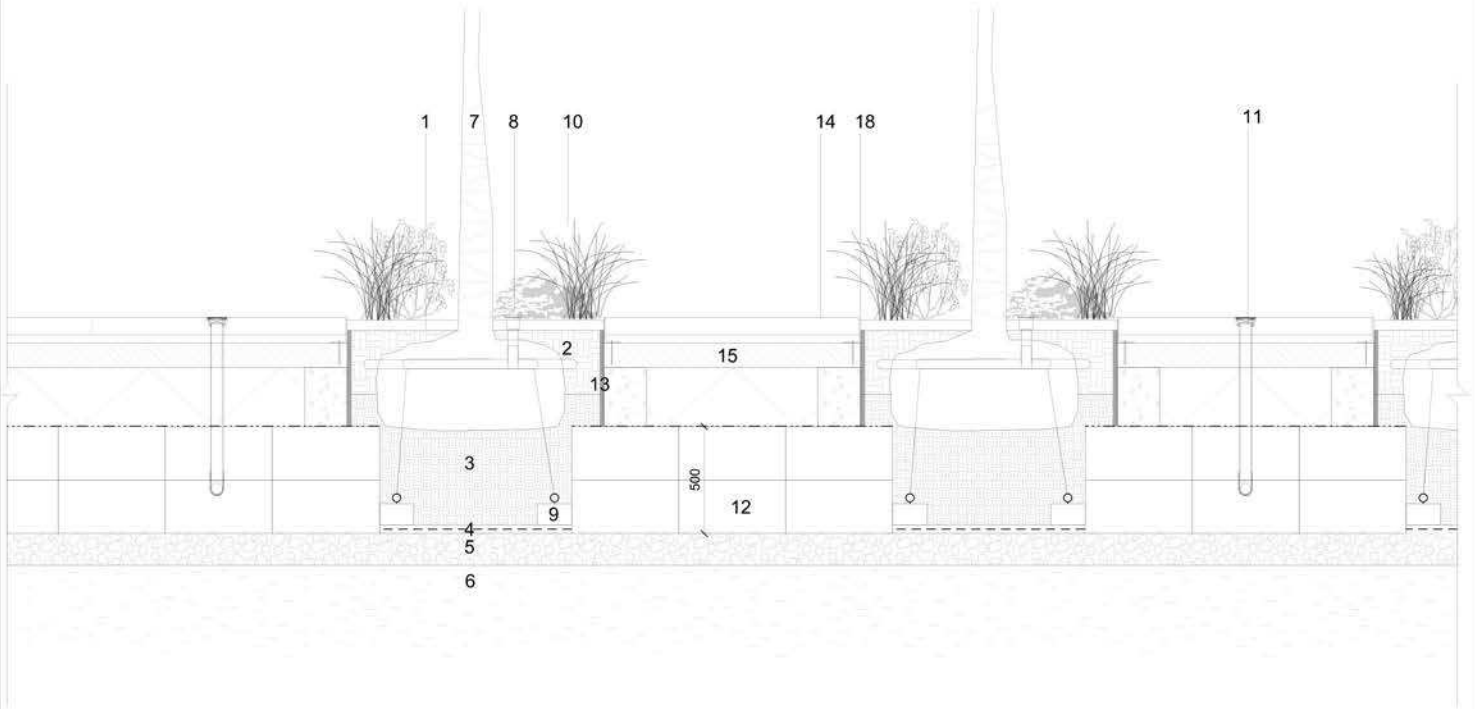
Drawing Number 0245_SEW_RST_2200 **Revision** 00



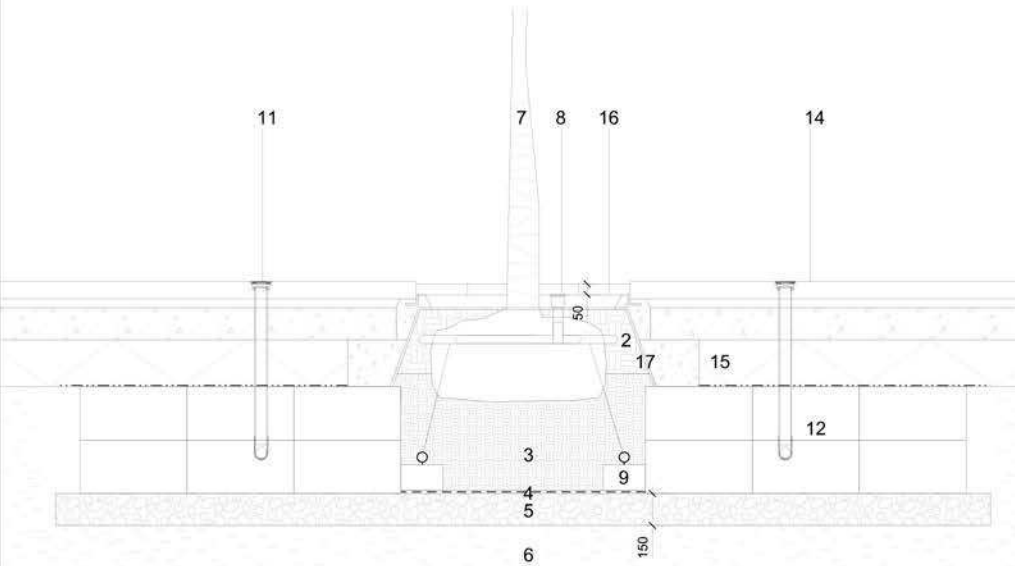
- Annotations**
1. Concrete block paving
 2. Sintertec jointing mortar
 3. Sintertec Turfbed 2 Pack bedding mortar
 4. Build up to be designed by engineer
 5. Sub-base to be designed by engineer
 6. Subgrade
 7. 'Groove' concrete block paving A
 8. 'Groove' concrete block paving B



S1 Cabinet Grove Tree Pit
1:25 @A3



S2 Tree Pit In Hard Landscape
1:25 @A3



Annotations

1. Mulching layer
2. Imported topsoil
3. Subsoil with high sand content
4. Geotextile membrane
5. Drainage layer
6. Subgrade
7. Semi-mature trees. Refer to drawing 0245_SEW_RST_7103 for species list
8. Tree pit precinct irrigation system
9. Underground guying
10. Planting bed. Refer to drawing 0245_SEW_RST_7103 for species list
11. Tree pit aeriation system
12. Structural root cell system
13. Tree pit root barriers
14. Paving as specified on drawing 0245_SEW_RST_7101
15. Sub base
16. Omos circular tree grille
17. Root director
18. Metal edging

General Notes
No explicit license exists.
This drawing should not be used to calculate areas for the purposes of valuation.
Do not scale this drawing.
All dimensions to be checked on site by the contractor and such dimensions to be their responsibility.
All work must comply with relevant British Standards and Building Regulations requirements.
Drawing errors and omissions to be reported to the architect.

Notes

Rev	Date	Reason for Issue	Chk

Keyplan

Scale Bar

Page 177

sew Studio
Egret West

3 Brewhouse Yard
London
EC1V 4JQ
0207 549 1730

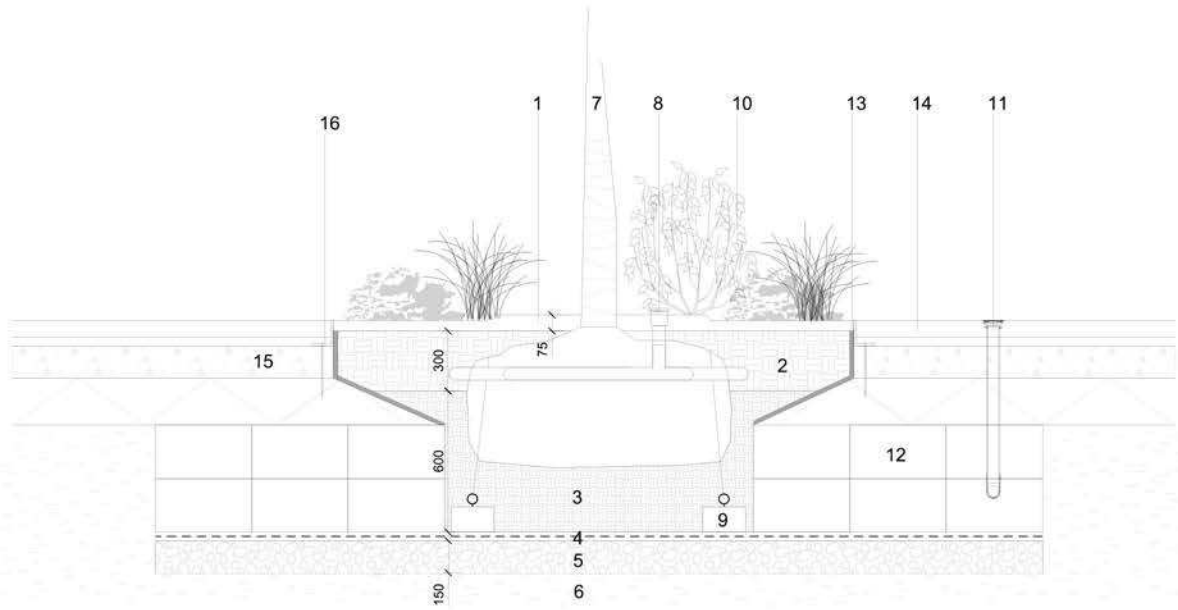
hello@egretwest.com
egretwest.com
©2015 SEW Ltd

Client
U + I

Project
Music Box

Drawing Title
Typical Tree Pit Details
Sheet 1 of 2

Project Number	Status
0245	PLANNING
Scale at A3	Date
1:25	09.05.16
Drawn by	Checked by
TC	SEW
Drawing Number	Revision
0245 SEW_RST_2201	00



Annotations

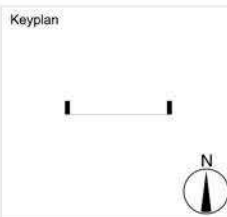
- 1. Mulching layer
- 2. Imported topsoil
- 3. Subsoil with high sand content
- 4. Geotextile membrane
- 5. Drainage layer
- 6. Subgrade
- 7. Semi-mature trees. Refer to drawing 0245_SEW_RST_7103 for species list
- 8. Tree pit precinct irrigation system
- 9. Underground guying
- 10. Planting bed. Refer to drawing 0245_SEW_RST_7103 for species list
- 11. Tree pit aeration system
- 12. Structural root cell system
- 13. Tree pit root barriers
- 14. Paving as specified on drawing 0245_SEW_RST_7101
- 15. Sub base
- 16. Metal edging

General Notes

No explicit license exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Notes

Rev	Date	Reason for Issue	Chk



Page 178

sew Studio
Egret
West

3 Brewhouse Yard
London
EC1V 4JQ
0207 549 1730

hello@egretwest.com
egretwest.com

©2015 SEW Ltd

Client
U + I

Project
Music Box

Drawing Title

Typical Tree Pit Details
Sheet 2 of 2

Project Number	Status
0245	PLANNING
Scale at A3	Date
1:25	09.05.16
Drawn by	Checked by
TC	SEW
Drawing Number	Revision
0245 SEW RST 2202	00

Abb	Name	Form	Age	Grth	Height	Clear Stem	Quantity
AP	Apple	Multi-trunk	N	25-35cm	2.5-3m	43 stems	5
AD	Apple (old)	2-trunk	N	25-35cm	2.5-3m	43 stems	5
AP	Apple (young)	2-trunk	N	25-35cm	2.5-3m	43 stems	5

NS: Trees planted outside of the planting season (October - April) to be container grown.

Abb	Name	Height	Root	Container	Volume	Quantity
LEAF	Crataegus laevigata 'Muhlenbergii'	60-80	C	15.0m	160 litres	2
HTC	Fraxinus excelsior	20-30	C	2.0m	100 litres	2

Abb	Name	Root	Container	Density (m ²)	Quantity
LAR	Arctostaphylos	C	2.0m	8	80
LAR	Arctostaphylos 'Barrington'	C	2.0m	8	80
LAR	Arctostaphylos 'Blackberry'	C	2.0m	8	80
LAR	Arctostaphylos 'Blackberry'	C	2.0m	8	80
LAR	Arctostaphylos 'Blackberry'	C	2.0m	8	80

Abb	Name	Root	Container	Density (m ²)	Quantity
LA	Arctostaphylos	C	2.0m	8	80
LA	Arctostaphylos	C	2.0m	8	80
LA	Arctostaphylos	C	2.0m	8	80

Abb	Name	Root	Container	Density (m ²)	Quantity
LA	Arctostaphylos	C	2.0m	8	80
LA	Arctostaphylos	C	2.0m	8	80

Abb	Name	Grass	Quantity
G1	Couch grass	Topsoil	600
G2	Perennial ryegrass	Topsoil	200
G3	Perennial ryegrass	Topsoil	200
G4	Perennial ryegrass	Topsoil	600



sew
 Studio
 Eye
 Earth
 Energy
 Ecology
 Engineering

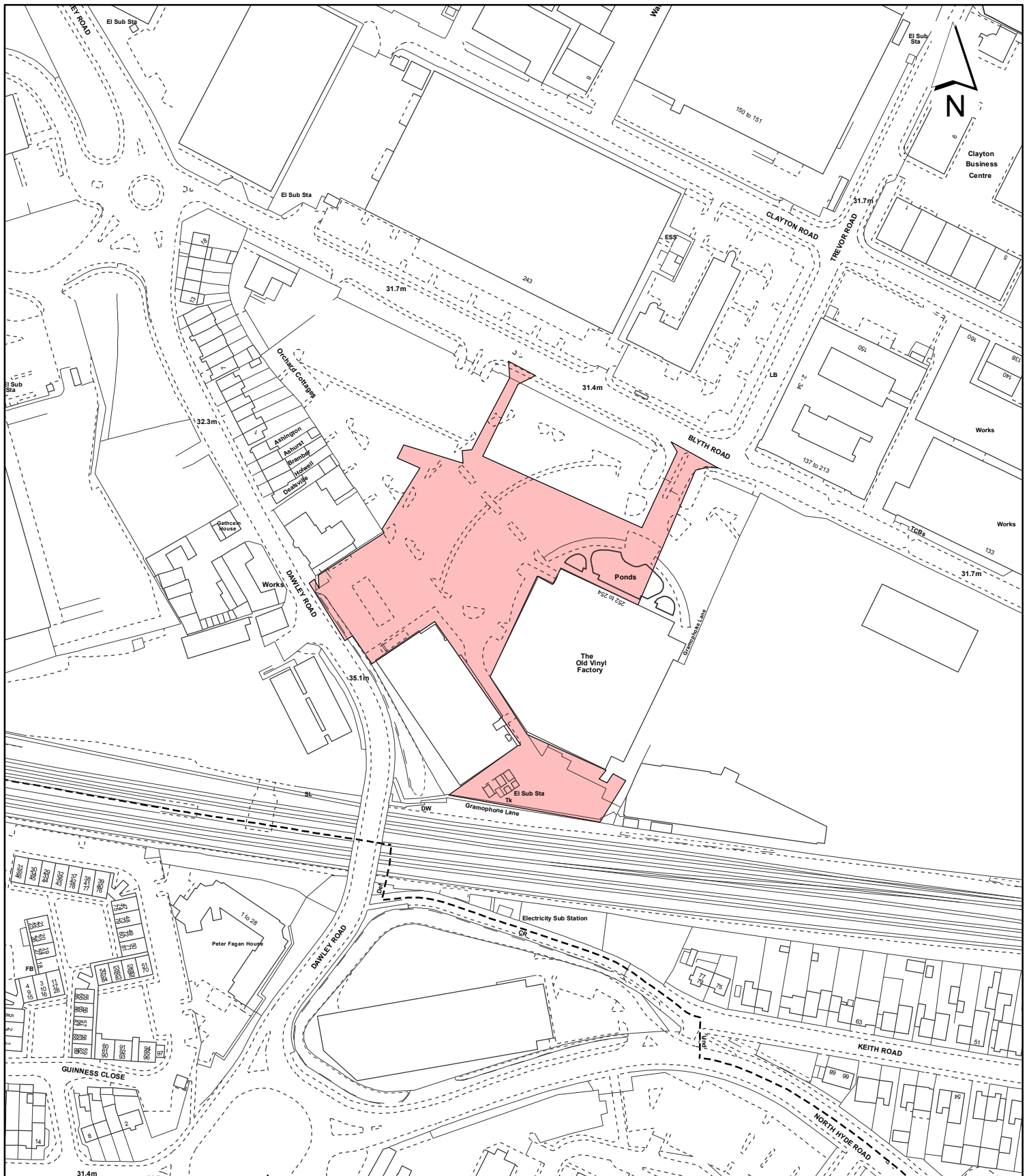
10000 10th Street
 Suite 200
 San Diego, CA 92121
 Phone: 619.481.1177
 Fax: 619.481.1178
 Email: info@sewstudio.com

Client: U + I

Project: Music Box

Drawing Title: Cabinet Grove Planting Plan

Project Number: 0245
 Phase: PLANNING
 Scale: A1
 Date: 02.06.18
 Drawn By: TLD
 Checked By: SEW
 Project No: SEW



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Music Box - TOVF
Hayes**

Planning Application Ref:

59872/APP/2016/1930

Planning Committee:

Major Page 180

Scale:

1:2,250

Date:

December 2016

**LONDON BOROUGH
OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address RUISLIP BOWLS CLUB, MANOR FARM BURY STREET RUISLIP

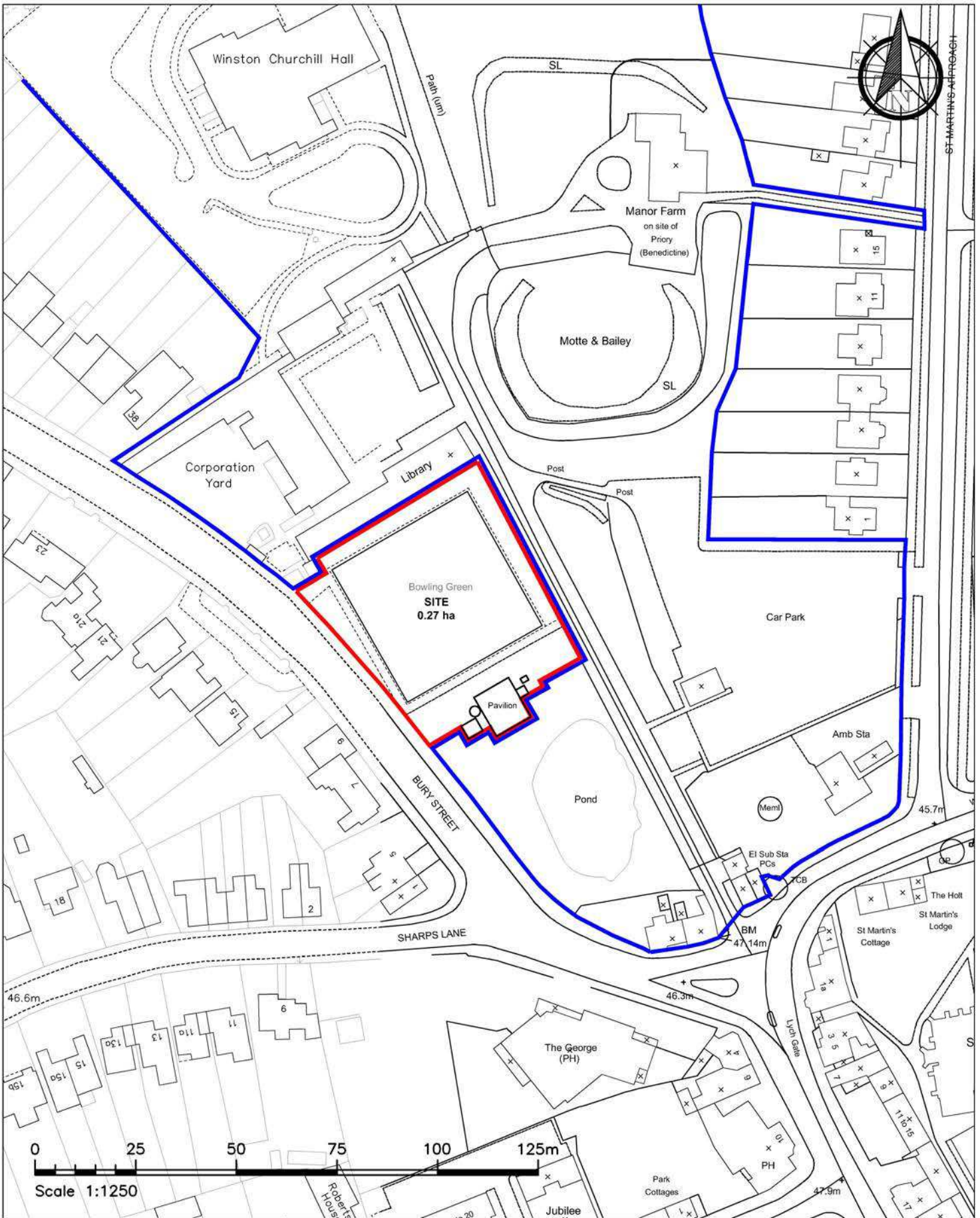
Development: PROPOSED DEMOLITION OF 2 NO. SHEDS, SINGLE STOREY
EXTENSION TO EXISTING PAVILION, ERECTION OF DETACHED
BUILDING FOR STORAGE / LOCKER ROOM USE AND ASSOCIATED
EXTERNAL WORKS

LBH Ref Nos: 45220/APP/2016/3857

Date Plans Received: 18/10/2016

Date(s) of Amendment(s):

Date Application Valid: 18/10/2016

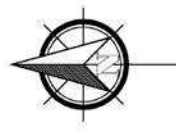


CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
 Tel: 01895 250111
 Fax: 01895 277224

Rev	Revision notes	Initials	Date
-	-	-	-
Project RUISLIP BOWLS CLUB, MANOR FARM BURY STREET, RUISLIP, HA4 7SU		Scale 1:1250 @ A4	Drawn by ST
Description SITE LOCATION PLAN		Date OCT 2016	
		Drawing No. 2106/D/186/P/001	Rev.



NOTES
 THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT THE SITE PRIOR TO COMMENCING WORK.
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS FROM THE LOCAL AUTHORITY.
 DO NOT SCALE FROM THIS DRAWING.



Revision	Number	Date

HILLINGDON
LONDON

RESIDENTS SERVICES
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, LUXBRIDGE, MIDDLESEX, UB8 3UW
 Tel: 01895 277 224
 Fax: 01895 277 224

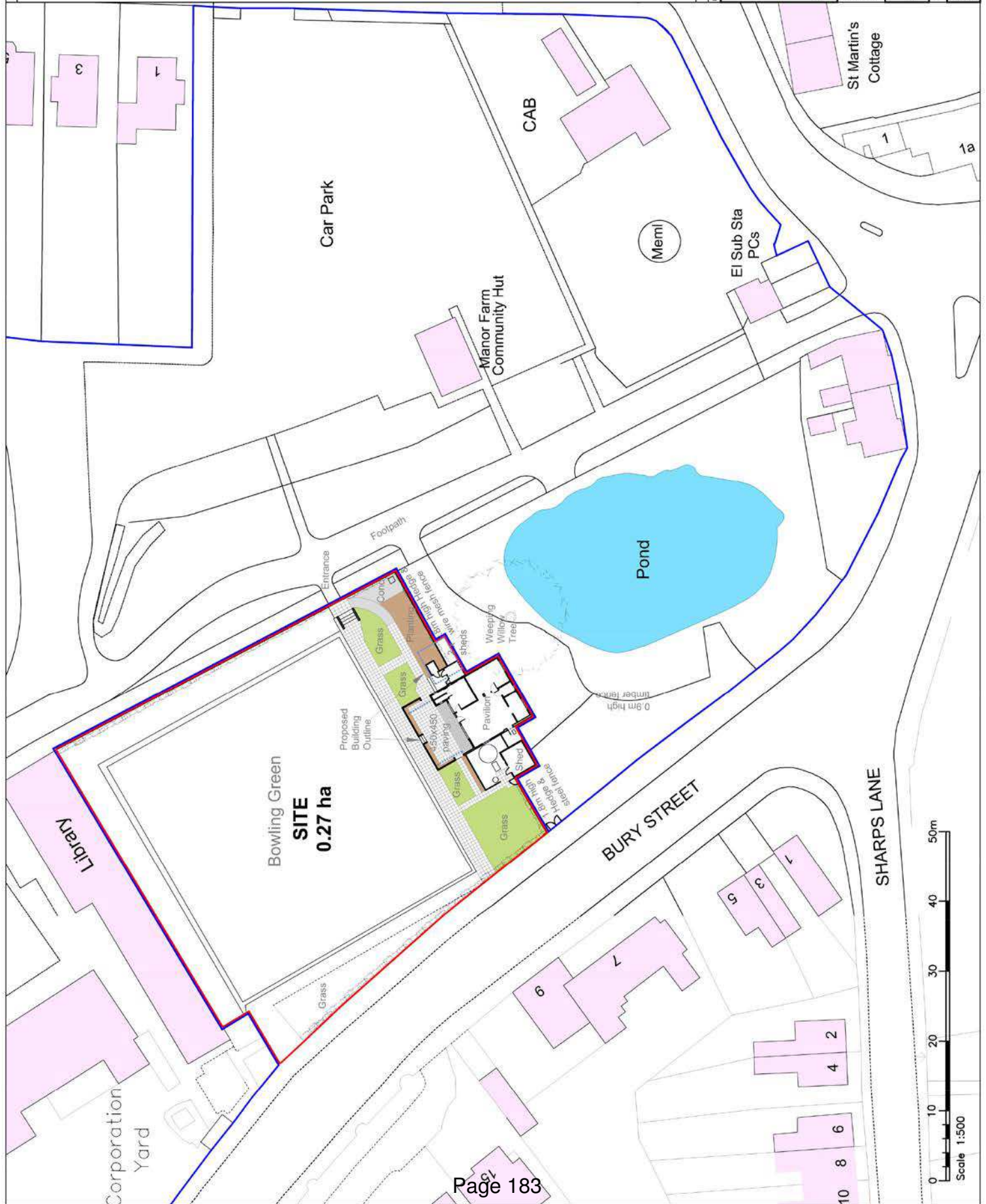
PROJECT
 RUSSLIP BOWLS CLUB
 MANOR FARM, BURY STREET
 RUSSLIP, HA4 7SU

EXISTING SITE PLAN

SCALE
 1:500 @ A3

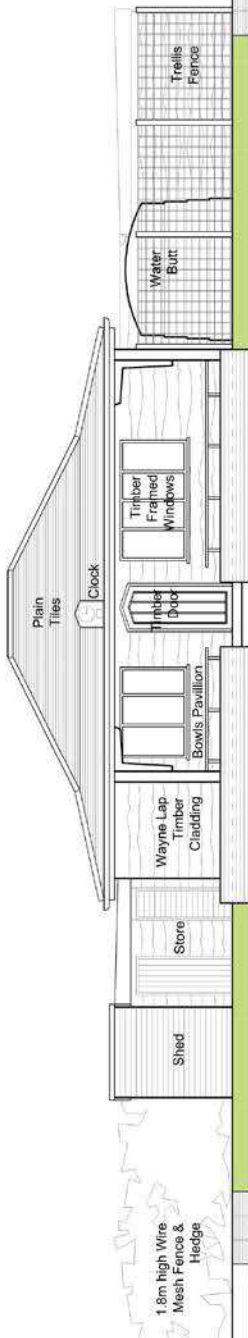
DATE
 OCT 2016

PROJECT NO.
 2016/D/186/P/002

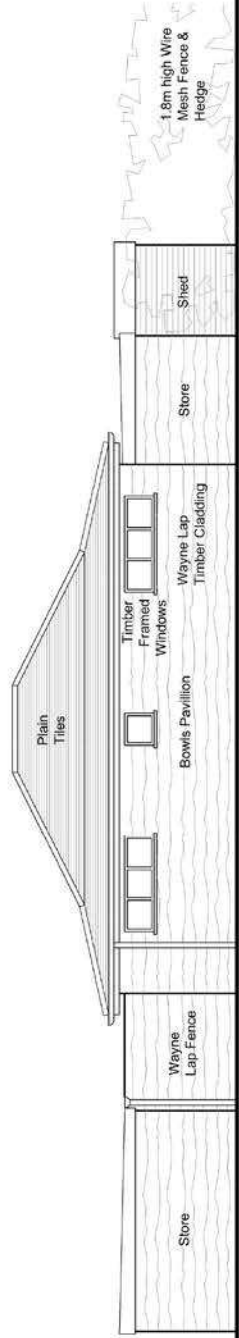


NOTES

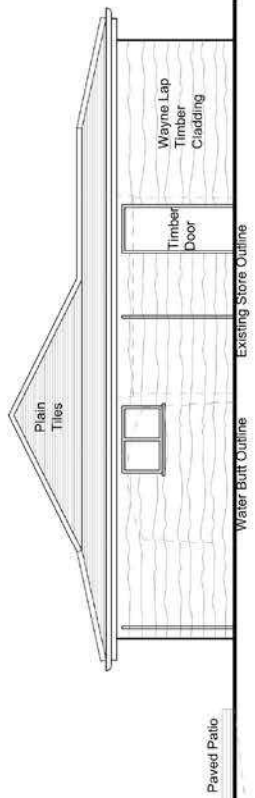
The Contractor shall verify all dimensions at the site before starting work. The Contractor shall be responsible for any errors or omissions in the drawings. The Contractor shall not scale from the drawing.



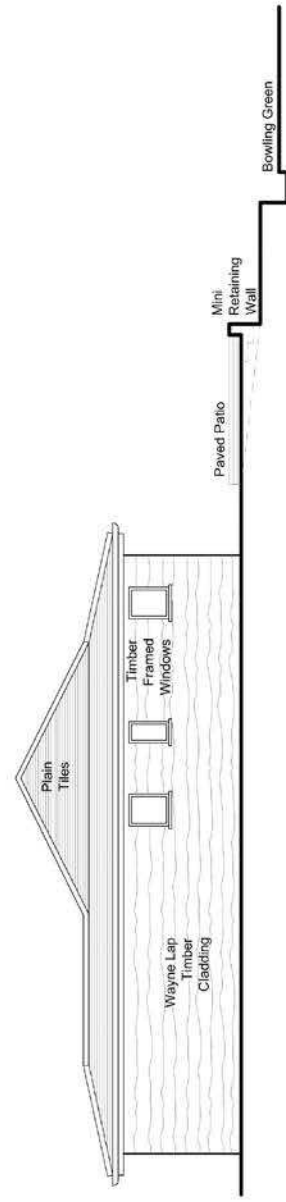
NORTH WEST ELEVATION



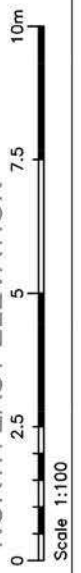
SOUTH EAST ELEVATION



SOUTH WEST ELEVATION



NORTH EAST ELEVATION



Rev	Revision notes	Issued	Date

HILLINGDON
LONDON

RESIDENTS SERVICES
CORPORATE PROPERTY & CONSTRUCTION GROUP
2E/10, CIVIC CENTRE, UXBURGH, MIDDLESEX, UB8 3UW
Tel: 01895 277 224
Fax: 01895 277 224

PROJECT
RUISLIP BOWLS CLUB
MANOR FARM, BURY STREET
RUISLIP, HAM TSU

DESCRIPTION
EXISTING BOWLS CLUB ELEVATIONS

SCALE
1:100 @ A3

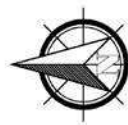
DRAWN BY
ST

CHECKED BY
SV

DATE
OCT 2016

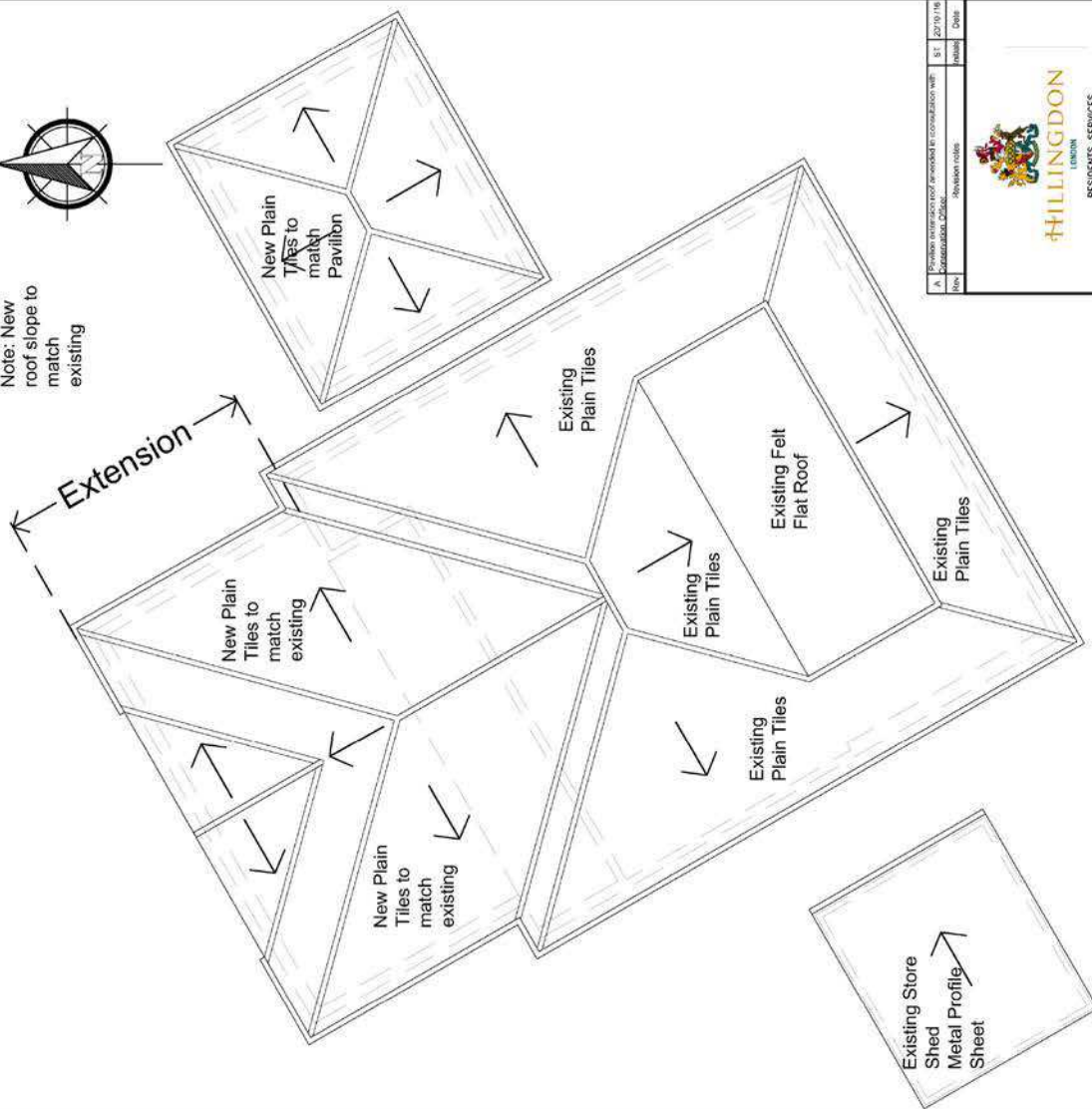
PROJECT NO.
2016/D/186/P/006

NOTES
 The Contractor shall verify all dimensions and levels before starting work.
 All dimensions shall be taken to the centre of the structure unless otherwise stated.
 DO NOT SCALE FROM THE DRAWING.



Note: New roof slope to match existing

Extension



PROPOSED ROOF PLAN

Drawn	ST	20/10/16
Checked	ST	20/10/16
Revision notes		
Date		

HILLINGDON
LONDON

RESIDENTS SERVICES
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, LUXBRIDGE, MIDDLESEX, UB8 3UW
 Tel: 01895 277 224
 Fax: 01895 277 224

PROJECT
 RUISLIP BOWLS CLUB
 MANOR FARM, BURY STREET
 RUISLIP, HA4 7SU

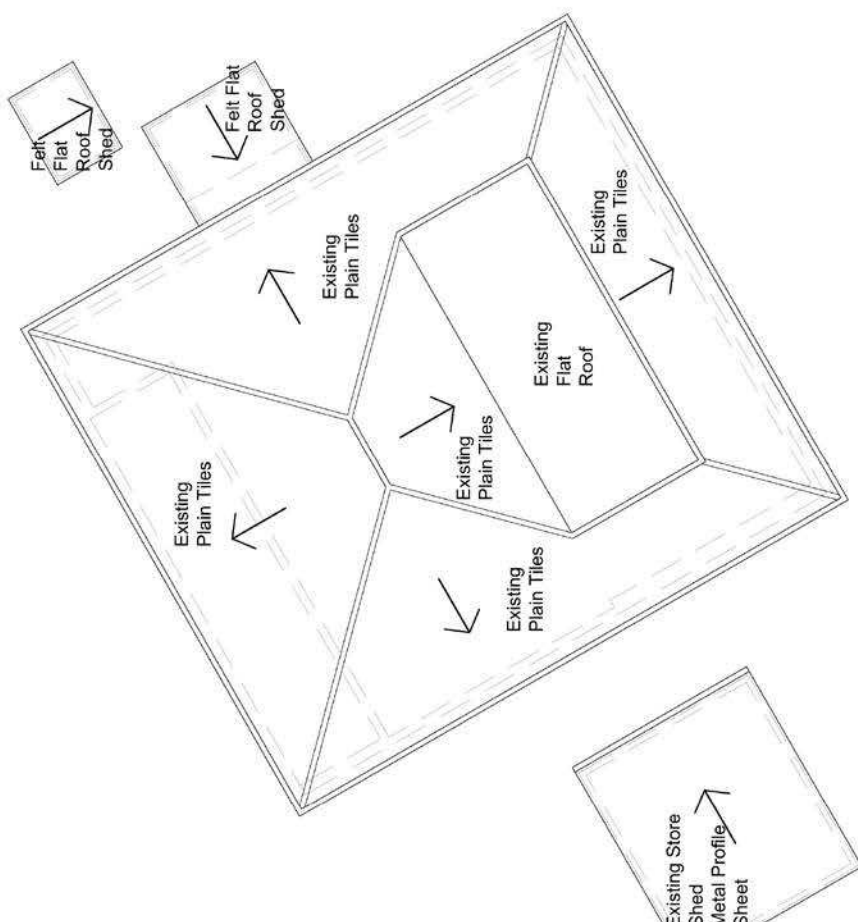
DESCRIPTION
 EXISTING & PROPOSED
 BOWLS PAVILION ROOF PLANS

SCALE
 1:100 @ A3
 SHEET
 SV

DATE
 OCT 2016

PROJECT NO.
 2016/D/186/P/005

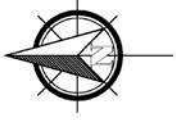
REV
 A



EXISTING ROOF PLAN



NOTES
 The Contractor shall verify all dimensions at the site before starting work.
 All work shall be carried out in accordance with the Building Regulations.
 All work shall be carried out in accordance with the relevant British Standards.
 DO NOT SCALE FROM THIS DRAWING.



- - - = Demolitions

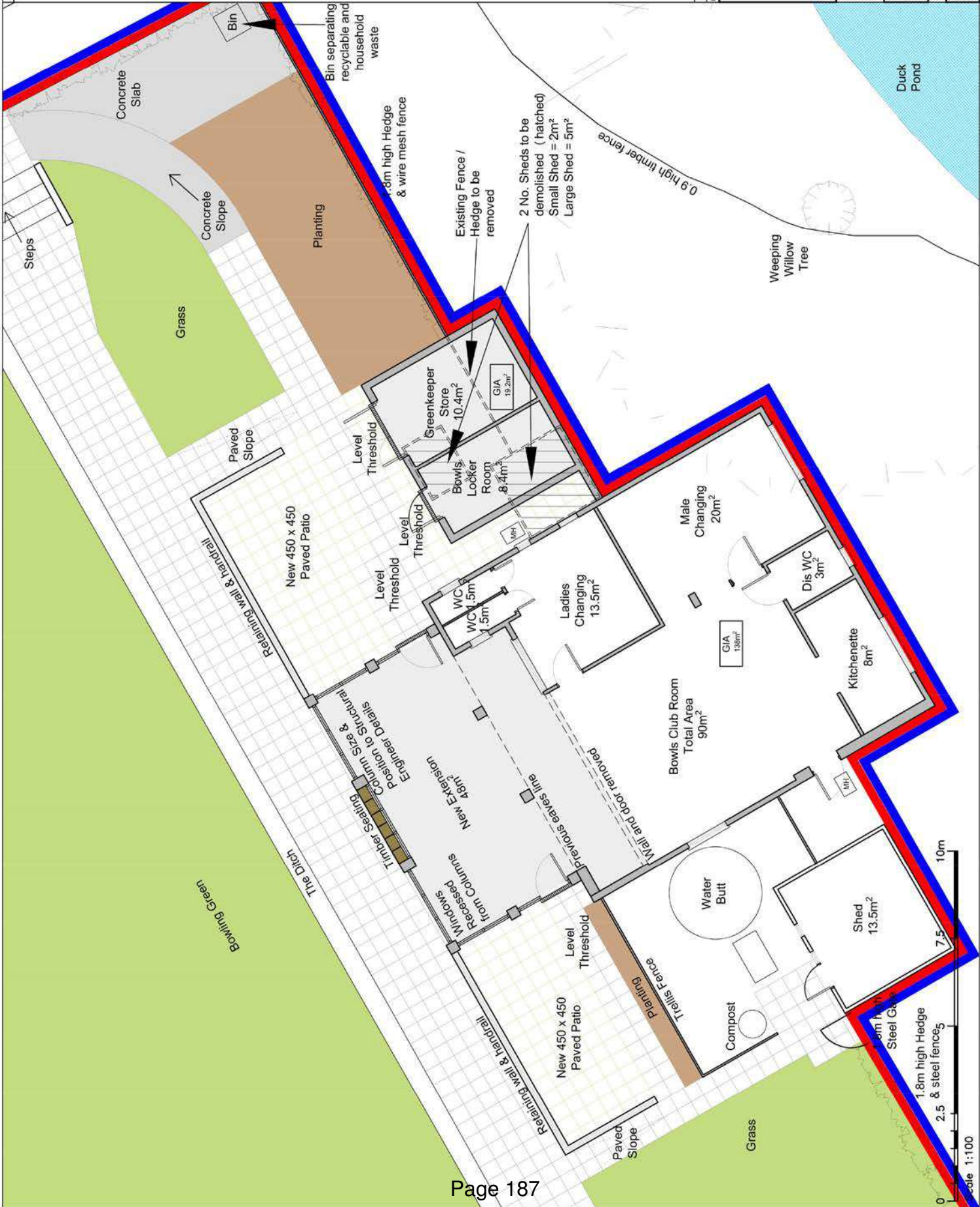
█ = New Build

Rev	Description	Date
ST	20/10/16	
A	As Constructed/Issue	

HILLINGDON
 LONDON

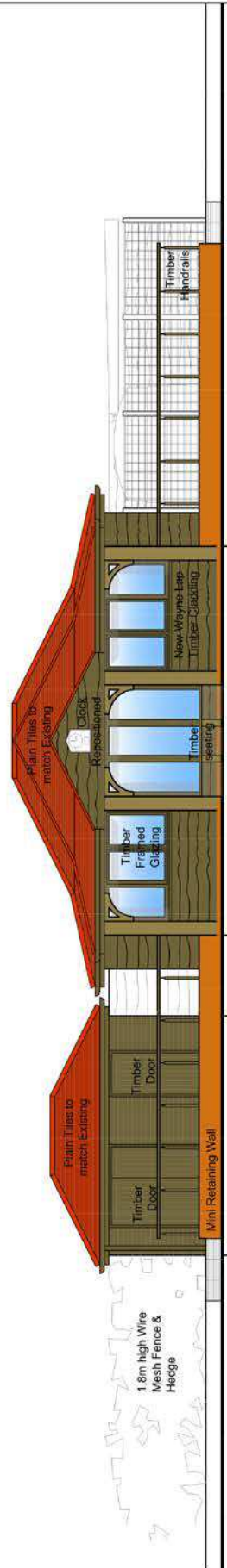
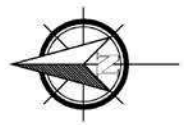
RESIDENTS SERVICES
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, UXBURGH, MIDDLESEX, UB8 3UW
 Tel: 01895 277 224
 Fax: 01895 277 224

PROJECT	RUISLIP BOWLS CLUB
LOCATION	MANOR FARM, BURY STREET RUISLIP, HAM TSU
DESCRIPTION	PROPOSED BOWLS PAVILION PLAN
SCALE	1:100 @ A3
DATE	OCT 2016
REF	2016/D/186/P/004
REV	A

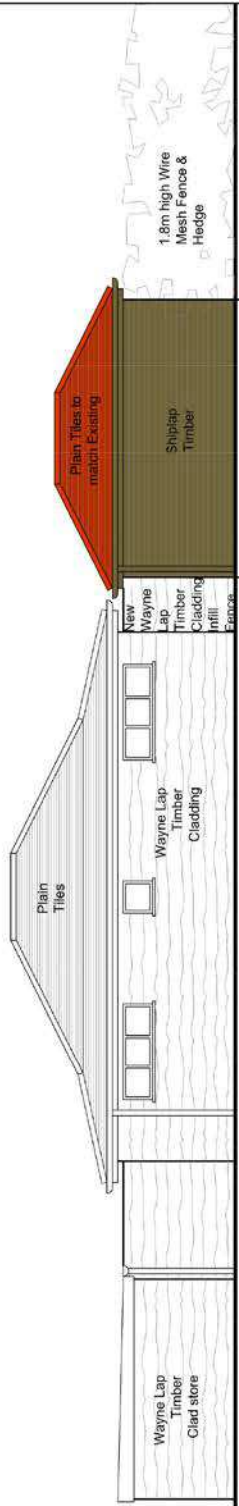


NOTES

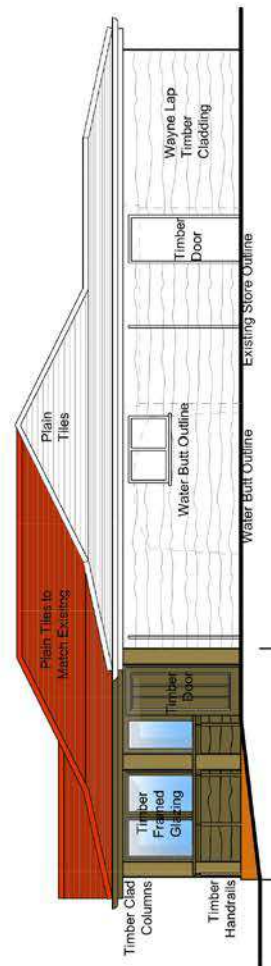
The Contractor to verify all dimensions and levels with the existing structure. All dimensions are to be taken from the Centre Line unless otherwise stated. All dimensions are to be taken from the Centre Line unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.



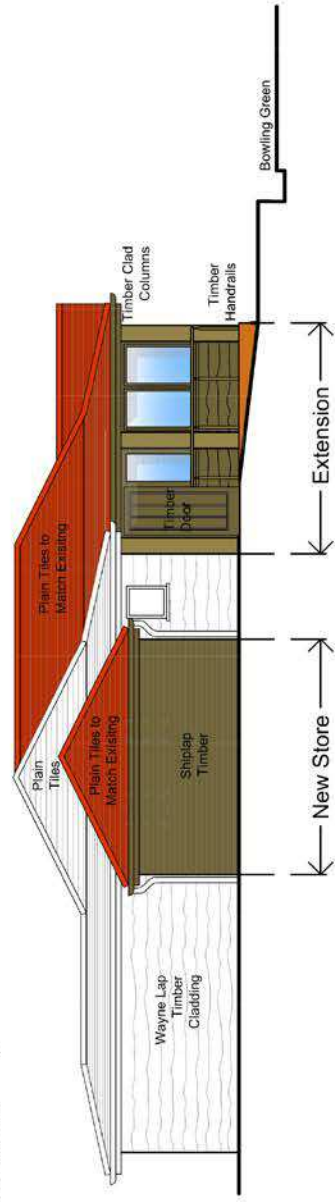
NORTH WEST ELEVATION



SOUTH EAST ELEVATION



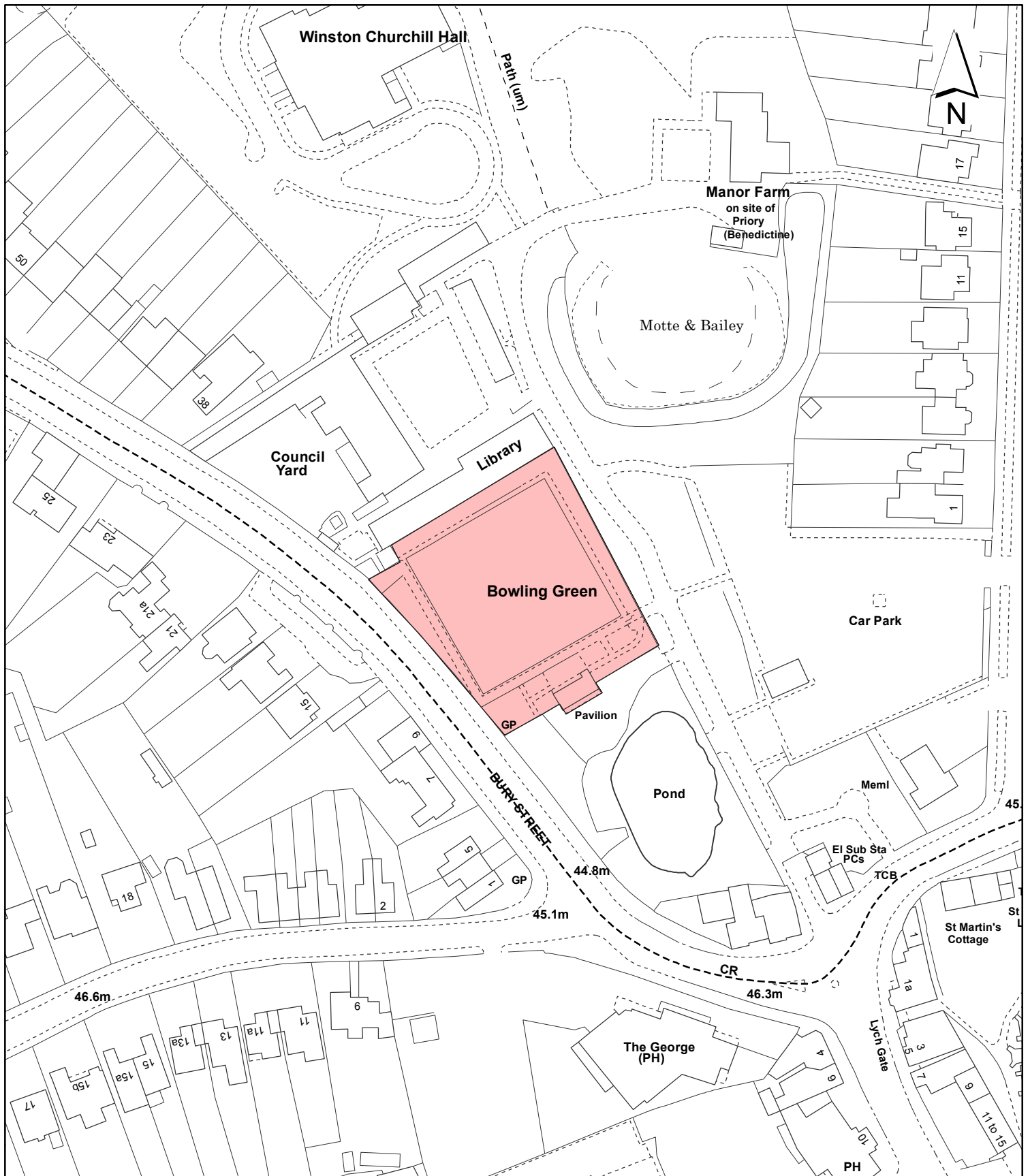
SOUTH WEST ELEVATION



NORTH EAST ELEVATION



	RESIDENTS SERVICES CORPORATE PROPERTY & CONSTRUCTION GROUP 25/10, CIVIC CENTRE, ALDERIDGE, MIDDLESEX, UB8 1UW Tel: 01895 277 224 Fax: 01895 277 224
PROJECT RUISLIP BOWLS CLUB MANOR FARM, BURY STREET RUISLIP, HA4 7SU	PROPOSED ELEVATIONS
DRAWN BY SV	CHECKED BY SV
DATE OCT 2016	REV A



Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

Ruislip Bowls Club

Planning Application Ref:

45220/APP/2016/3857

Planning Committee:

Major Page 189

Scale:

1:1,250

Date:

December 2016

LONDON BOROUGH OF HILLINGDON

Residents Services Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER CONTRACTOR'S COMPOUND, SOUTH OF SWINDON ROAD
HEATHROW AIRPORT

Development: Reserved Matters (Appearance, Landscaping, Layout, Scale, and Access) in compliance with condition 2 of application 67622/APP/2015/1851 (Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for 'Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000 sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail'. Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors).

LBH Ref Nos: 67622/APP/2016/3198

Date Plans Received: 22/08/2016

Date(s) of Amendment(s):

Date Application Valid: 01/09/2016

GENERAL NOTES

All rights reserved.
 All drawings and written technical drawings are the property of the client and may not be reproduced, stored or distributed without the written consent of the architect.
 The architect shall not be held liable for any errors or omissions in the drawings or for any damage or loss of any kind caused by the use of the drawings.
 Do not scale from this drawing.

1	15/03/2016	Approved Planning Drawing	DATE	NO	DESCRIPTION
2	15/03/2016	Approved Planning Drawing	DATE	NO	DESCRIPTION

KEY PLAN



PROJECT: **T4 Hotel**

CLIENT:

GROVE DEVELOPMENTS
 Design | Build | Maintain



AN ARCADIS COMPANY
 22 Penton Square, 10th Floor
 London, EC2A 4PU
 T: +44(0)20 7396 9404

SHEET IDENTIFICATION

DATE: 15/03/2016

PROJECT NUMBER: 86-14627

SCALE: 1:500

DRAWN BY: [Name]

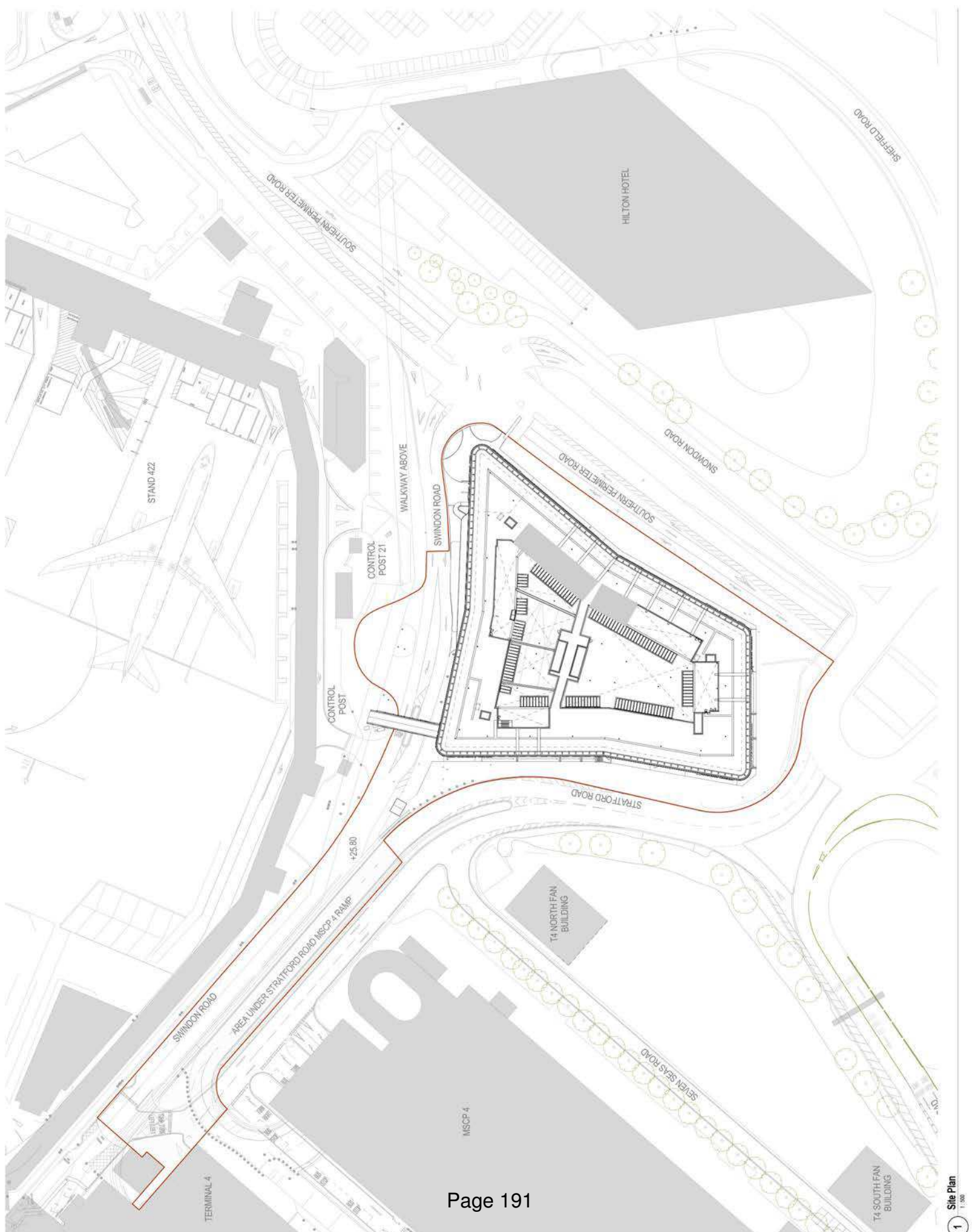
CHECKED BY: [Name]

STATUS: **Stage 3**

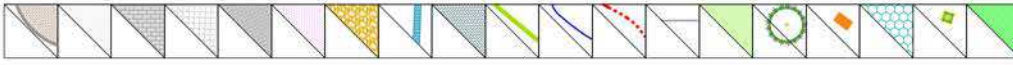
DRAWING NUMBER: **P010001**

REVISION: **2**

© 2012 RTKL UK Ltd



Landscape Key



- Plaza paving by Ardson and Glover size and colour to be confirmed
- Concrete surface to underground parking
- Saw-cut granite flag paving to front of hotel 400x600x60mm
- Small slotted saw cut granite paving to bus set down area, 80mm thick
- Granite paving to set down at area 80mm thick
- Concrete with (pedestals) to building perimeter
- Gravel area between building perimeter and green wall
- Contrasting saw-cut granite paving to break up set down area to front, 80mm thick
- Loading bay (concrete surface)
- Ivy screens by Mobiliane 1.8m high in planter
- Granite kerb line
- Dropped kerb (granite)
- Flush granite edge (flush granite kerb)
- Grass area
- Soft mature tree planting
- Simple paving to pedestrian crossing points
- Grasscrete
- Stainless steel planter: 500x300x600mm with internal security bollard
- Wildflower meadow

Revision	Description	Date

DAVID CLARKE ARCHITECTS
David Clarke
 LANDSCAPE ARCHITECT
 165 Stone Road, Whitby NSW 1513
 Tel: 028 92 82 337 Fax: 028 92 82 373
 Email: david@clarkedave.com.au

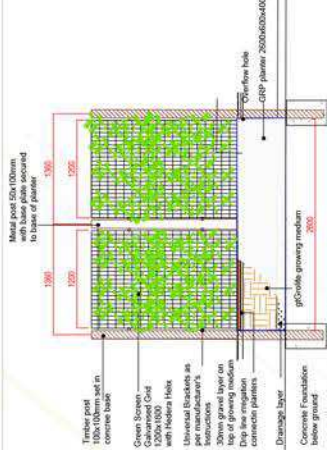
Client: GROVE DEVELOPMENTS
 Job: CROWNE PLAZA T4
 Title: LANDSCAPE PLAN
 Proj No: 028
 Draw No: 028
 Scale: 1:250 @ A1
 Date: 13/05/16
 Drawn By: cs
 CHK By: dc

NOTES:

WILDFLOWERS AREA
 Ground for wildflower areas to be capped with low fertility subsoil, either with some of the ground to be well compacted to create areas that will encourage future bare ground and short turf.
 New vegetation to be graded to sit some between Sept-April using a wildflower seed mix. The mix to be selected in consultation with the local council or through relevant herbs according to suppliers recommendations [Ermenegole EMS].

NEST BOXES
 To be positioned as recommended by ecologist
 4no Schwagler Underground Bumble Bee Nest Boxes

MAINTENANCE OF CLIMBING PLANTS TO GREEN WALL
 All climbing plants to be installed in accordance with the manufacturer's maintenance operations. Climbers are to be tied and pruned as when required to encourage growth along climbing wires of green wall system. Slow release fertilizer to be applied in spring and autumn to encourage growth.
 The green wall system to be installed on a regular basis to ensure sufficient irrigation of climbers.



Trees	Species Name	Height	Grass	Specifications	Quantity
250 No.	Platanus hispanica	10m			
7 No.	Platanus hispanica	10m			
3 No.	Tilia cordata 'Greenagire'	10m			
5 No.	Tilia europaea 'Palidus'	10m			

Bulbs	Species Name	Specifications	Quantity
250 No.	Crocus chrysanthus 'Blue Pearl'	Grade 5/6 10cm ³	
250 No.	Crocus chrysanthus 'Cream Beauty'	Grade 5/6 10cm ³	
250 No.	Crocus chrysanthus 'Snow Beauty'	Grade 5/6 10cm ³	
1000 No.	Galanthus nivalis	Grade 12/14 10cm ³	
2000 No.	Narcissus pseudonarcissus	Grade 12/14 10cm ³	

Note
 Bulbs to be positioned on site by Landscape Architect
 Ivy screens by Mobiliane 2.2m high in planter with drip irrigation system
 400-wide x600 high secured by manufactures recommendations



GENERAL NOTES
 All rights reserved.
 All drawings and when released approving here, shall be the property of RTKL and may not be distributed, used or otherwise without written consent of the architect.
 This drawing is for information only and is not intended for construction unless otherwise indicated.
 Do not scale from this drawing.

1	1:1000	Overall Site Plan	DATE	NO	DATE
2	1:1000	Overall Site Plan	DATE	NO	DATE

KEY PLAN

PROJECT
T4 Hotel

CLIENT
GROVE DEVELOPMENTS
 Design | Build | Maintain
RTKL
 AN ARCADIS COMPANY
 22, Pengkajene Street, 10th Floor
 Singapore 069768
 T: +65 6337 3844

SHEET IDENTIFICATION
 TITLE: Area Plan - Level 0
 STATUS: Stage 3
 PROJECT NUMBER: 86-14627
 DRAWING NUMBER: P005002
 REVISION: 2

© 2012 RTKL UK Ltd



Department Legend

- Administration
- BoH
- BoH Circulation
- BoH Lifts
- Circulation
- FoH Core
- FoH Lifts
- Food and Beverage Outlets
- Food Preparation
- Function Areas
- MEP
- Public Toilets
- Retail

Name	Number	Area
Administration	00.22.01	43 m²
Front of House	00.22.01	9 m²
Luggage	00.22.03	20 m²
Storage	00.22.06	52 m²
Storage	00.22.07	18 m²
Storage	00.22.08	10 m²
BoH Circulation	00.01.01	6 m²
Star 1	00.01.03	11 m²
Star 2	00.01.04	10 m²
Star 3	00.01.05	10 m²
Star 4	00.01.06	16 m²
Star 5	00.01.07	16 m²
Star 6	00.01.08	17 m²
Star 7	00.01.09	18 m²
Star 8	00.01.10	18 m²
Star 9	00.01.11	18 m²
Star 10	00.01.12	18 m²
Star 11	00.01.13	12 m²
Star 12	00.01.14	12 m²
Circulation	00.21.05	12 m²
Service Counter	00.21.06	38 m²
LiB Lobby	00.21.07	22 m²
LiB Lobby	00.21.08	22 m²
Circulation	00.21.09	4 m²
BoH LiB	00.03.01	4 m²
BoH LiB	00.03.02	4 m²
BoH LiB	00.03.03	4 m²
BoH LiB	00.03.04	6 m²
BoH LiB	00.03.05	6 m²
BoH LiB	00.03.06	6 m²
BoH LiB	00.03.07	6 m²
Circulation	00.11.01	521 m²
Lobby Area	00.11.02	566 m²
Lobby / Open Area	00.11.03	285 m²
Circulation	00.11.04	11 m²
FoH Core	00.01.02	14 m²
FoH Core - Front of House	00.01.02	14 m²
Star 6 - Front of House	00.01.03	18 m²
LiB Lobby	00.21.03	5 m²
FoH LiB	00.02.01	7 m²
FoH LiB	00.02.02	7 m²
FoH LiB	00.02.03	7 m²
FoH LiB	00.02.04	7 m²
FoH LiB	00.02.05	7 m²
FoH LiB	00.02.06	7 m²
FoH LiB	00.02.07	7 m²
FoH LiB	00.02.08	7 m²
FoH LiB	00.02.09	4 m²
FoH LiB	00.02.10	4 m²
Food and Beverage Outlets	00.12.01	607 m²
HK Restaurant	00.12.02	196 m²
Lobby Bar	00.12.03	196 m²
Bar	00.12.04	8 m²
Food Prep	00.23.01	480 m²
Room	00.23.02	28 m²
Room	00.23.03	44 m²
Function	00.14.01	24 m²
Meeting room	00.14.02	24 m²
Meeting room	00.14.03	24 m²
Meeting room	00.14.04	24 m²
Meeting room	00.14.05	24 m²
MEP	00.14.06	47 m²
Ventl Plantroom	00.41.01	349 m²
Sheddy Generator	00.41.02	67 m²
Mechanical Room	00.41.03	67 m²
Mechanical Room	00.41.04	67 m²
Mechanical Room	00.41.05	133 m²
Public Toilets	00.13.01	36 m²
WC women	00.13.02	36 m²
WC Disabled	00.13.03	7 m²
HeiBil	00.15.01	34 m²
Retail	00.15.01	34 m²

GENERAL NOTES
 All rights reserved.
 All drawings are the property of the architect and may not be reproduced, copied or otherwise used without the written consent of the architect.
 This drawing is intended for use as a guide only. It is not intended for construction unless otherwise indicated.
 Do not scale from this drawing.

2 17.08.2016 Revised Planning Drawings
 1 30.03.2015 Planning Drawings

REVISION DATE DESCRIPTION
 KEY PLAN

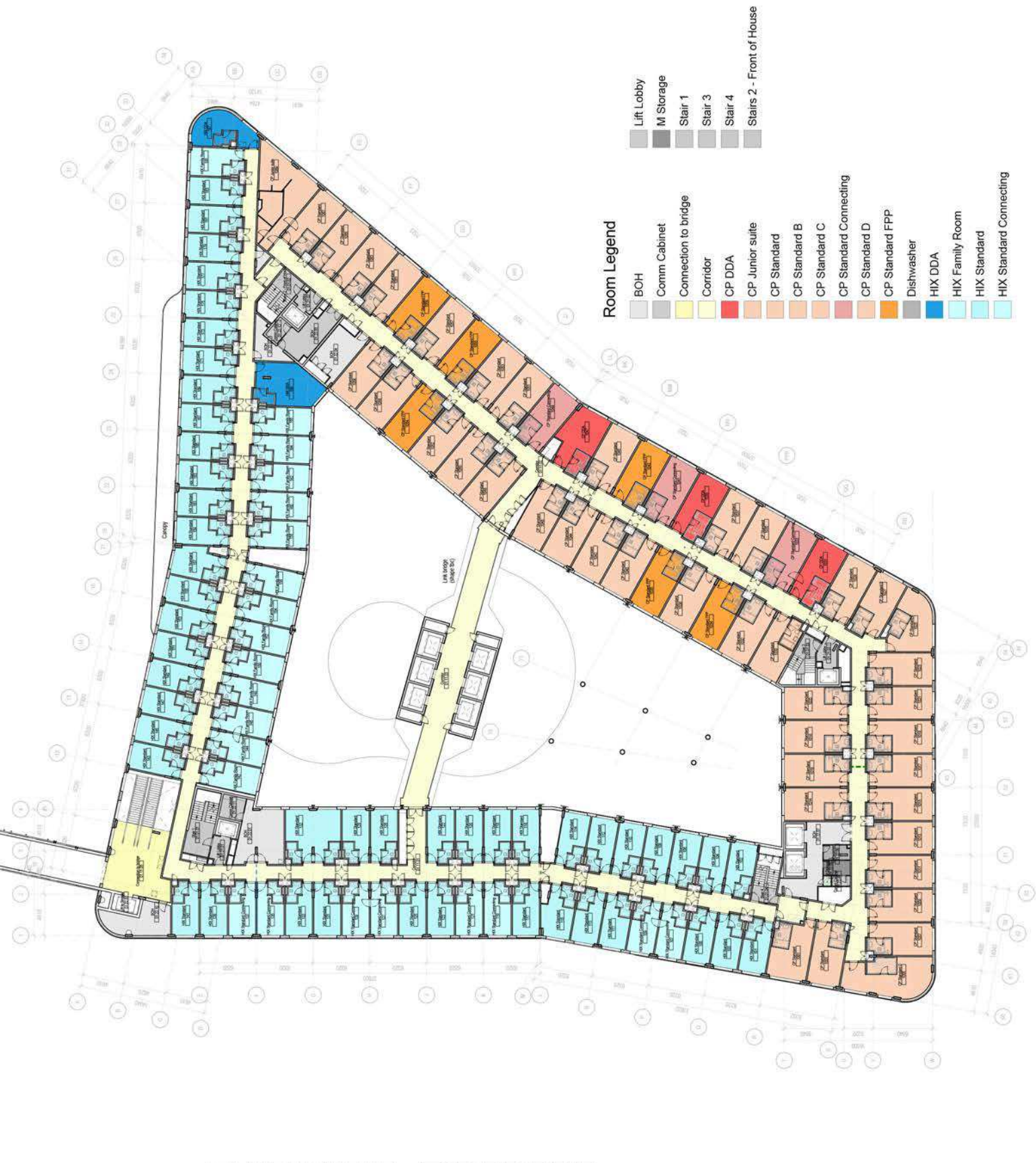
PROJECT T4 Hotel
 CLIENT GROVE DEVELOPMENTS
 Design | Build | Maintain
 AN ARCADIS COMPANY
 22 Kingsway Street, 10th Floor
 London EC2A 4PU
 T: +44(0)20 7396 9000

STATUS Stage 3
 PROJECT NUMBER 86-14627
 DRAWING NUMBER P005003
 REVISION 2

SHEET IDENTIFICATION
 TITLE Area Plan - Level 01

DATE DWN 15.08.16
 DATE UP 11.08.16
 CHECKED BY [Name]
 DRAWN BY [Name]

© 2012 RTKL UK Ltd



Total Guestrooms Per Floor

Level	Occupancy	Count
LEVEL 01	Crowne Plaza	54
LEVEL 01	HIX	77
LEVEL 02	Crowne Plaza	54
LEVEL 02	HIX	76
LEVEL 03	Crowne Plaza	54
LEVEL 03	HIX	130
LEVEL 04	Crowne Plaza	54
LEVEL 04	HIX	131
LEVEL 05	Crowne Plaza	54
LEVEL 05	HIX	131
LEVEL 06	Crowne Plaza	118
LEVEL 06	HIX	37
TOTAL		660

Total DDA Guestrooms Per Floor

Level	Occupancy	Name	Count
LEVEL 01	Crowne Plaza	GP DDA	3
LEVEL 01	HIX	HIX DDA	2
LEVEL 02	Crowne Plaza	GP DDA	3
LEVEL 02	HIX	HIX DDA	2
LEVEL 03	Crowne Plaza	GP DDA	3
LEVEL 03	HIX	HIX DDA	3
LEVEL 04	Crowne Plaza	GP DDA	3
LEVEL 04	HIX	HIX DDA	3
LEVEL 05	Crowne Plaza	GP DDA	3
LEVEL 05	HIX	HIX DDA	3
LEVEL 06	Crowne Plaza	GP DDA	3
LEVEL 06	HIX	HIX DDA	2
TOTAL			33

Total FFP Guestrooms Per Floor

Level	Occupancy	Name	Count
LEVEL 01	Crowne Plaza	GP Standard	6
LEVEL 01	FPF	FPF	6
LEVEL 02	Crowne Plaza	GP Standard	6
LEVEL 02	FPF	FPF	6
LEVEL 03	Crowne Plaza	GP Standard	6
LEVEL 03	FPF	FPF	6
LEVEL 04	Crowne Plaza	GP Standard	6
LEVEL 04	FPF	FPF	6
LEVEL 05	Crowne Plaza	GP Standard	6
LEVEL 05	FPF	FPF	6
LEVEL 06	Crowne Plaza	GP Standard	4
LEVEL 06	FPF	FPF	4
TOTAL			33

Page 194

GENERAL NOTES
 All rights reserved.
 All drawings are shown subject to approval and may not be used for construction without the written consent of the architect.
 This drawing is intended for use for construction unless otherwise indicated.
 Do not scale from this drawing.

2	17.08.2016	Revised Planning Drawings
1	30.03.2015	Planning Drawings
REVNO.	DATE	DESCRIPTION

KEY PLAN

PROJECT: **T4 Hotel**

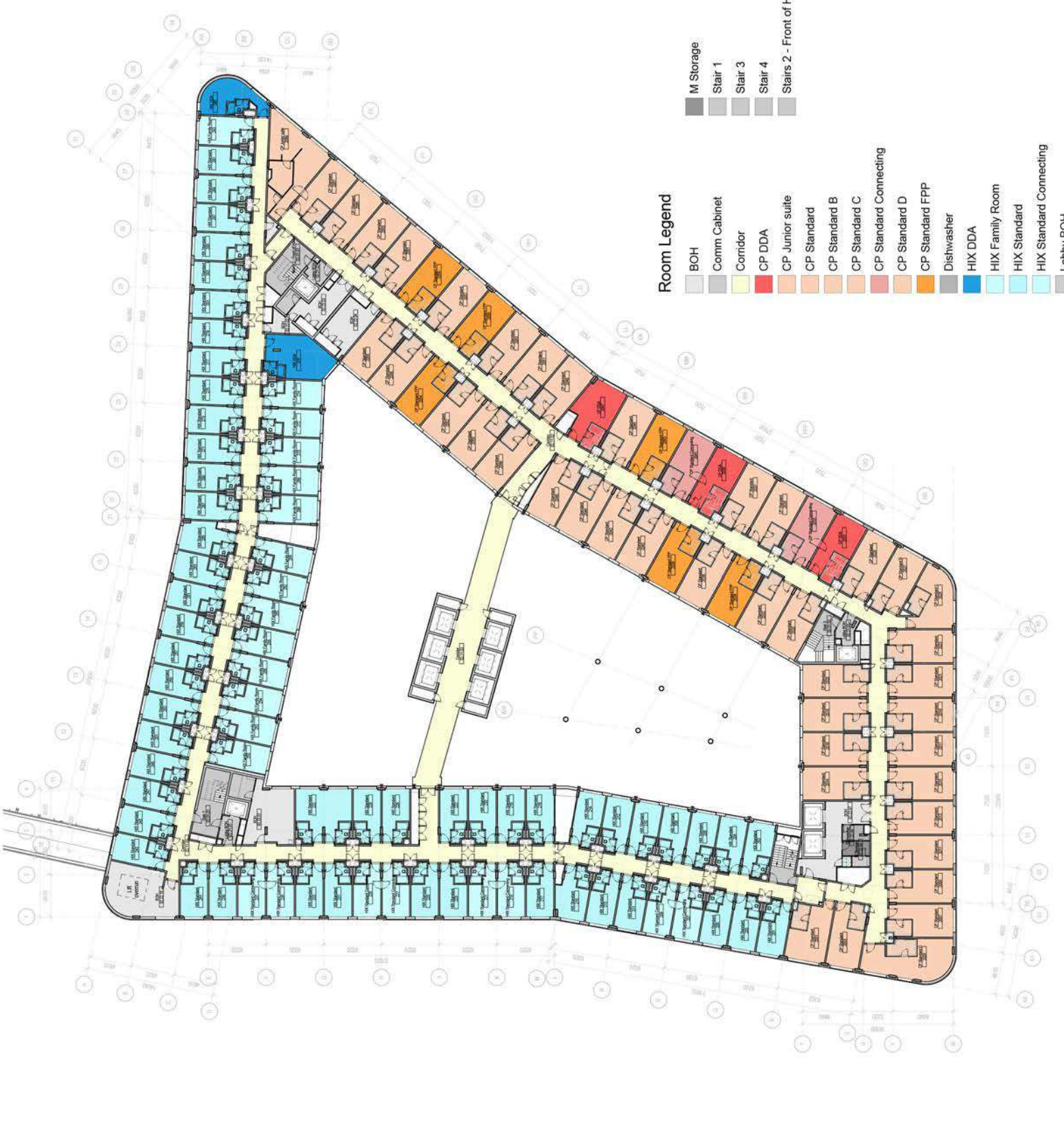
CLIENT: **GROVE DEVELOPMENTS**
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY
 22, Pentagon Square, 10th Floor
 1, Abchurch Lane, London EC4A 3DF, UK
 T: +44(0)20 7366 9000

SHEET IDENTIFICATION
 TITLE: **Area Plan - Level 02**

STATUS: **Stage 3**
 PROJECT NUMBER: **86-14627**
 DRAWING NUMBER: **P005004**
 REVISION: **2**

© 2012 RTKL UK Ltd



Room Legend

- M Storage
- Stair 1
- Stair 3
- Stair 4
- Stairs 2 - Front of House
- BOH
- Comm Cabinet
- Corridor
- CP DDA
- CP Junior suite
- CP Standard
- CP Standard B
- CP Standard C
- CP Standard Connecting
- CP Standard D
- CP Standard FPP
- Dishwasher
- HIX DDA
- HIX Family Room
- HIX Standard
- HIX Standard Connecting
- Lobby BOH

Total Guestrooms Per Floor

Level	Occupancy	Count
LEVEL 01	Crowne Plaza	54
LEVEL 01	HIX	72
LEVEL 02	Crowne Plaza	54
LEVEL 02	HIX	76
LEVEL 03	Crowne Plaza	54
LEVEL 03	HIX	111
LEVEL 04	Crowne Plaza	54
LEVEL 04	HIX	77
LEVEL 05	Crowne Plaza	59
LEVEL 05	HIX	87
LEVEL 06	Crowne Plaza	18
LEVEL 06	HIX	37
TOTAL		660

Total DDA Guestrooms Per Floor

Level	Occupancy	Name	Count
LEVEL 01	CP DDA	CP DDA	3
LEVEL 01	HIX DDA	HIX DDA	5
LEVEL 02	CP DDA	CP DDA	3
LEVEL 02	HIX DDA	HIX DDA	2
LEVEL 03	CP DDA	CP DDA	3
LEVEL 03	HIX DDA	HIX DDA	3
LEVEL 04	CP DDA	CP DDA	3
LEVEL 04	HIX DDA	HIX DDA	3
LEVEL 05	CP DDA	CP DDA	3
LEVEL 05	HIX DDA	HIX DDA	3
LEVEL 06	CP DDA	CP DDA	2
LEVEL 06	HIX DDA	HIX DDA	5
TOTAL			33

Total FPP Guestrooms Per Floor

Level	Occupancy	Name	Count
LEVEL 01	CP Standard	CP Standard	6
LEVEL 01	FPP	FPP	6
LEVEL 02	CP Standard	CP Standard	6
LEVEL 02	FPP	FPP	6
LEVEL 03	CP Standard	CP Standard	6
LEVEL 03	FPP	FPP	6
LEVEL 04	CP Standard	CP Standard	6
LEVEL 04	FPP	FPP	6
LEVEL 05	CP Standard	CP Standard	5
LEVEL 05	FPP	FPP	6
LEVEL 06	CP Standard	CP Standard	4
LEVEL 06	FPP	FPP	4
TOTAL			33

GENERAL NOTES
 All rights reserved.
 All drawings are shown without approval from the client and may not be distributed, used or otherwise without the written consent of the architect.
 This drawing is intended for use for construction purposes only. It is not to be used for any other purpose without the written approval of the architect.
 Do not scale from this drawing.

2	17.08.2016	Revised Planning Drawings
1	30.03.2015	Planning Drawings

REVISION
 DATE DESCRIPTION

KEY PLAN



PROJECT **T4 Hotel**

CLIENT **GROVE DEVELOPMENTS**
 Design | Build | Maintain



AN ARCADIS COMPANY
 22 Pentonville Street, 10th Floor
 London, EC2A 4DF, UK
 T: +44(0)20 7306 9000

SHEET IDENTIFICATION
 TITLE **Area Plan - Level 03**

STATUS **Stage 3**

PROJECT NUMBER **86-14627**

DRAWING NUMBER **P005005**

REVISION **2**

DATE DRAWN 15/08/2016

SCALE 1:1000

CHECKED BY: [Signature]

DATE 17/08/2016

PROJECT NUMBER 86-14627

DRAWING NUMBER P005005

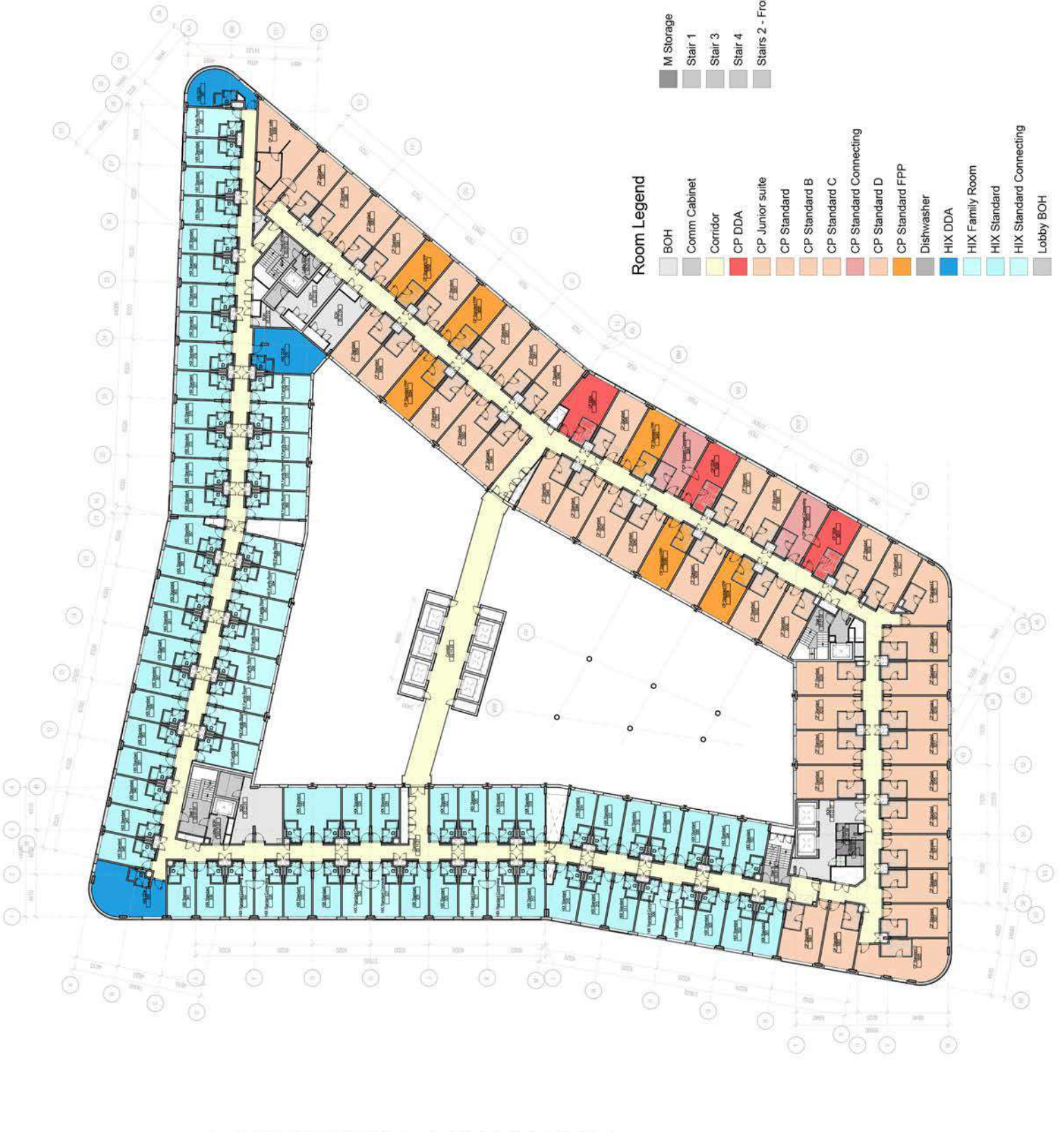
REVISION 2

DATE DRAWN 15/08/2016

SCALE 1:1000

CHECKED BY: [Signature]

DATE 17/08/2016



Total Guestrooms Per Floor		
Level	Occupancy	Count
LEVEL 01	Crowne Plaza	54
LEVEL 01	HKX	72
LEVEL 02	Crowne Plaza	56
LEVEL 02	HKX	76
LEVEL 03	Crowne Plaza	130
LEVEL 03	HKX	111
LEVEL 04	Crowne Plaza	54
LEVEL 04	HKX	77
LEVEL 05	Crowne Plaza	59
LEVEL 05	HKX	87
LEVEL 06	Crowne Plaza	18
LEVEL 06	HKX	37
TOTAL		660

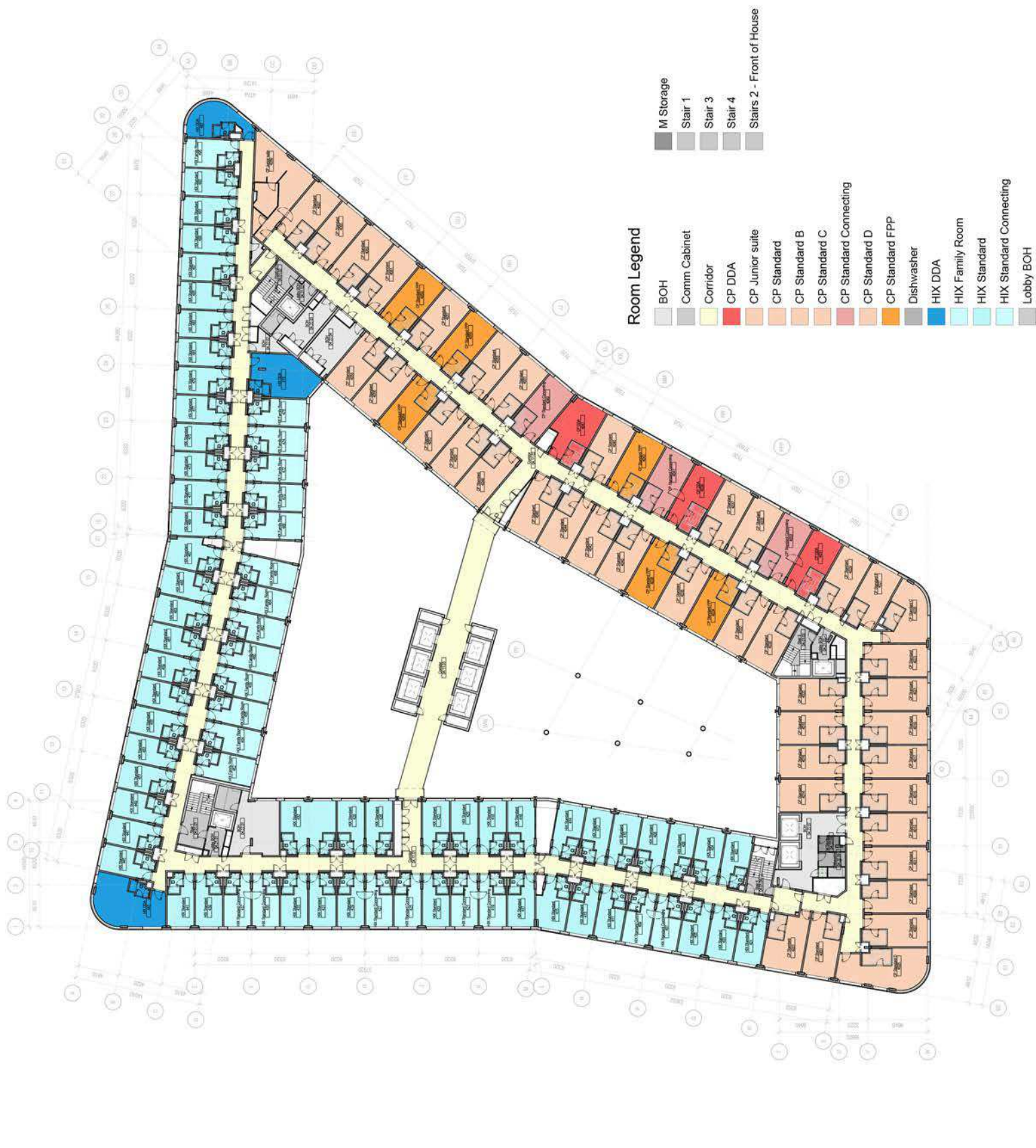
Total DDA Guestrooms Per Floor		
Level	Occupancy	Count
LEVEL 01	Crowne Plaza	3
LEVEL 01	HKX DDA	2
LEVEL 02	Crowne Plaza	3
LEVEL 02	HKX DDA	2
LEVEL 03	Crowne Plaza	3
LEVEL 03	HKX DDA	3
LEVEL 04	Crowne Plaza	6
LEVEL 04	HKX DDA	3
LEVEL 05	Crowne Plaza	3
LEVEL 05	HKX DDA	3
LEVEL 06	Crowne Plaza	3
LEVEL 06	HKX DDA	2
TOTAL		33

Total FFP Guestrooms Per Floor		
Level	Occupancy	Count
LEVEL 01	Crowne Plaza	6
LEVEL 02	Crowne Plaza	6
LEVEL 03	Crowne Plaza	6
LEVEL 04	Crowne Plaza	6
LEVEL 05	Crowne Plaza	6
LEVEL 06	Crowne Plaza	4
TOTAL		33

Room Legend

- BOH
- Comm Cabinet
- Corridor
- CP DDA
- CP Junior suite
- CP Standard
- CP Standard B
- CP Standard C
- CP Standard Connecting
- CP Standard D
- CP Standard FPP
- Dishwasher
- HIX DDA
- HIX Family Room
- HIX Standard
- HIX Standard Connecting
- Lobby BOH
- M Storage
- Stair 1
- Stair 3
- Stair 4
- Stairs 2 - Front of House

GENERAL NOTES
 All rights reserved.
 All drawings are shown without approval from the client and may not be distributed, used or otherwise without the written consent of the architect.
 This drawing is intended for use as a guide only and is not a contract document. It is subject to the conditions of use set out in the contract documents.
 Do not scale from this drawing.



Room Legend

- BOH
- Comm Cabinet
- Corridor
- CP DDA
- CP Junior suite
- CP Standard
- CP Standard B
- CP Standard C
- CP Standard Connecting
- CP Standard D
- CP Standard FPP
- Dishwasher
- HIX DDA
- HIX Family Room
- HIX Standard
- HIX Standard Connecting
- Lobby BOH

M Storage

- Stair 1
- Stair 3
- Stair 4
- Stairs 2 - Front of House

Total Guestrooms Per Floor

Level	Occupancy	Count
LEVEL 01	Crowne Plaza	54
LEVEL 01	HIX	72
LEVEL 02	Crowne Plaza	54
LEVEL 02	HIX	76
LEVEL 03	Crowne Plaza	54
LEVEL 03	HIX	131
LEVEL 04	Crowne Plaza	54
LEVEL 04	HIX	77
LEVEL 05	Crowne Plaza	59
LEVEL 05	HIX	87
LEVEL 06	Crowne Plaza	18
LEVEL 06	HIX	37
TOTAL		660

Total DDA Guestrooms Per Floor

Level	Occupancy	Name	Count
LEVEL 01	CP DDA	CP DDA	3
LEVEL 01	HIX DDA	HIX DDA	2
LEVEL 02	CP DDA	CP DDA	5
LEVEL 02	HIX DDA	HIX DDA	2
LEVEL 03	CP DDA	CP DDA	3
LEVEL 03	HIX DDA	HIX DDA	3
LEVEL 04	CP DDA	CP DDA	3
LEVEL 04	HIX DDA	HIX DDA	3
LEVEL 05	CP DDA	CP DDA	6
LEVEL 05	HIX DDA	HIX DDA	6
LEVEL 06	CP DDA	CP DDA	3
LEVEL 06	HIX DDA	HIX DDA	2
TOTAL			33

Total FPP Guestrooms Per Floor

Level	Occupancy	Name	Count
LEVEL 01	CP Standard	CP Standard	6
LEVEL 01	FPP	FPP	6
LEVEL 02	CP Standard	CP Standard	6
LEVEL 02	FPP	FPP	6
LEVEL 03	CP Standard	CP Standard	6
LEVEL 03	FPP	FPP	6
LEVEL 04	CP Standard	CP Standard	6
LEVEL 04	FPP	FPP	6
LEVEL 05	CP Standard	CP Standard	5
LEVEL 05	FPP	FPP	5
LEVEL 06	CP Standard	CP Standard	4
LEVEL 06	FPP	FPP	4
TOTAL			33

T4 Hotel

GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY

22 Finsbury Square, 10th Floor
 London EC2A 3DF, UK
 T: +44(0)20 7366 9400

Stage 3
 8-14-2027

P005006
 2

Area Plan - Level 04

990028016 17-05-18

DATE DRAWN: 17/05/2018
 PROJECT NUMBER: P005006
 DRAWING NUMBER: P005006
 CHECKED BY: [Name]
 REVISION: 2

© 2012 RTKL UK Ltd

GENERAL NOTES
 All rights reserved.
 All drawings are shown without approval from the client and may not be distributed, used or otherwise without the written consent of the architect.
 This drawing is intended for use as a guide only. It is not intended to be used for construction unless otherwise indicated.
 Do not scale from this drawing.

2 17.08.2016 Revised Planning Drawings
 1 30.03.2015 Planning Drawings

REVISION DATE DESCRIPTION
 KEY PLAN



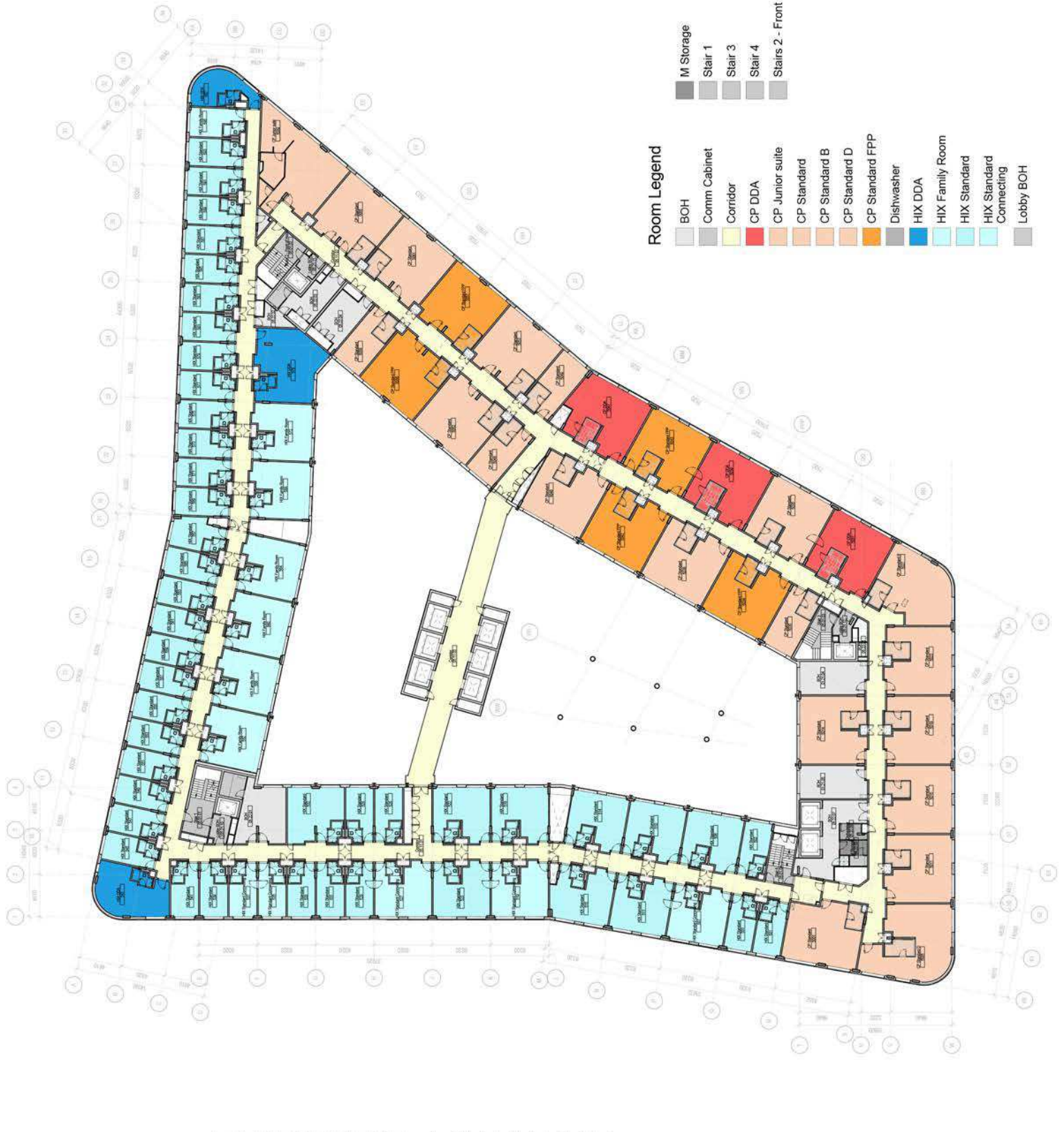
PROJECT: **T4 Hotel**
 CLIENT: **GROVE DEVELOPMENTS**
 Design | Build | Maintain
RTKL
 AN ARCADIS COMPANY
 22 Pentonville Street, 10th Floor
 1 - 462523 1300 0404

SHEET IDENTIFICATION
 TITLE: **Area Plan - Level 05**

STATUS: **Stage 3**
 PROJECT NUMBER: **86-14627**
 DATE DRAWN: 15.08.2016
 DRAWN BY: **Chen**

DRAWING NUMBER: **P005007**
 REVISION: **2**

© 2012 RTKL UK Ltd



Total Guestrooms Per Floor

Level	Occupancy	Count
LEVEL 01	Crowne Plaza	54
LEVEL 01	HXK	72
LEVEL 02	Crowne Plaza	56
LEVEL 02	HXK	76
LEVEL 03	Crowne Plaza	54
LEVEL 03	HXK	72
LEVEL 04	Crowne Plaza	54
LEVEL 04	HXK	77
LEVEL 05	Crowne Plaza	59
LEVEL 05	HXK	87
LEVEL 06	Crowne Plaza	18
LEVEL 06	HXK	37
TOTAL		660

Total DDA Guestrooms Per Floor

Level	Occupancy	Name	Count
LEVEL 01	Crowne Plaza	CP DDA	3
LEVEL 01	HXK	HXK DDA	2
LEVEL 02	Crowne Plaza	CP DDA	5
LEVEL 02	HXK	HXK DDA	2
LEVEL 03	Crowne Plaza	CP DDA	3
LEVEL 03	HXK	HXK DDA	3
LEVEL 04	Crowne Plaza	CP DDA	6
LEVEL 04	HXK	HXK DDA	3
LEVEL 05	Crowne Plaza	CP DDA	3
LEVEL 05	HXK	HXK DDA	3
LEVEL 06	Crowne Plaza	CP DDA	3
LEVEL 06	HXK	HXK DDA	2
TOTAL			33

Total FFP Guestrooms Per Floor

Level	Occupancy	Name	Count
LEVEL 01	Crowne Plaza	CP Standard	6
LEVEL 01	FPP	FPP	6
LEVEL 02	Crowne Plaza	CP Standard	6
LEVEL 02	FPP	FPP	6
LEVEL 03	Crowne Plaza	CP Standard	6
LEVEL 03	FPP	FPP	6
LEVEL 04	Crowne Plaza	CP Standard	6
LEVEL 04	FPP	FPP	6
LEVEL 05	Crowne Plaza	CP Standard	5
LEVEL 05	FPP	FPP	5
LEVEL 06	Crowne Plaza	CP Standard	4
LEVEL 06	FPP	FPP	4
TOTAL			33

Room Legend

- BOH
- Comm Cabinet
- Corridor
- CP DDA
- CP Junior suite
- CP Standard
- CP Standard B
- CP Standard D
- CP Standard FPP
- Dishwasher
- HIX DDA
- HIX Family Room
- HIX Standard
- HIX Standard Connecting
- Lobby BOH
- M Storage
- Stair 1
- Stair 3
- Stair 4
- Stairs 2 - Front of House

GENERAL NOTES
 All rights reserved.
 All drawings are shown without approval from the client and may not be reproduced, copied or otherwise used without the written consent of the architect.
 This drawing is for information only and is not intended for construction unless otherwise indicated.
 Do not scale from this drawing.

REVNO.	DATE	DESCRIPTION
2	17.08.2016	Revised Planning Drawings
1	30.03.2015	Planning Drawings

KEY PLAN



PROJECT: **T4 Hotel**

CLIENT: **GROVE DEVELOPMENTS**
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY
 22 Pentonville Street, 10th Floor
 London, N1 9NF, UK
 T: +44(0)20 7366 9404

SHEET IDENTIFICATION
 TITLE: **Area Plan - Level 06**

STATUS: **Stage 3**

PROJECT NUMBER: **86-14627**

DRAWING NUMBER: **P005008**

REVISION: **2**

DATE DRAWN: 15/08/2016

SCALE: 1:200

CHECKED BY: [Signature]

DATE CHECKED: 15/08/2016

DESIGNED BY: [Signature]

DATE DESIGNED: 15/08/2016

SCALE: 1:200

CHECKED BY: [Signature]

DATE CHECKED: 15/08/2016

DESIGNED BY: [Signature]

DATE DESIGNED: 15/08/2016

SCALE: 1:200

CHECKED BY: [Signature]

DATE CHECKED: 15/08/2016

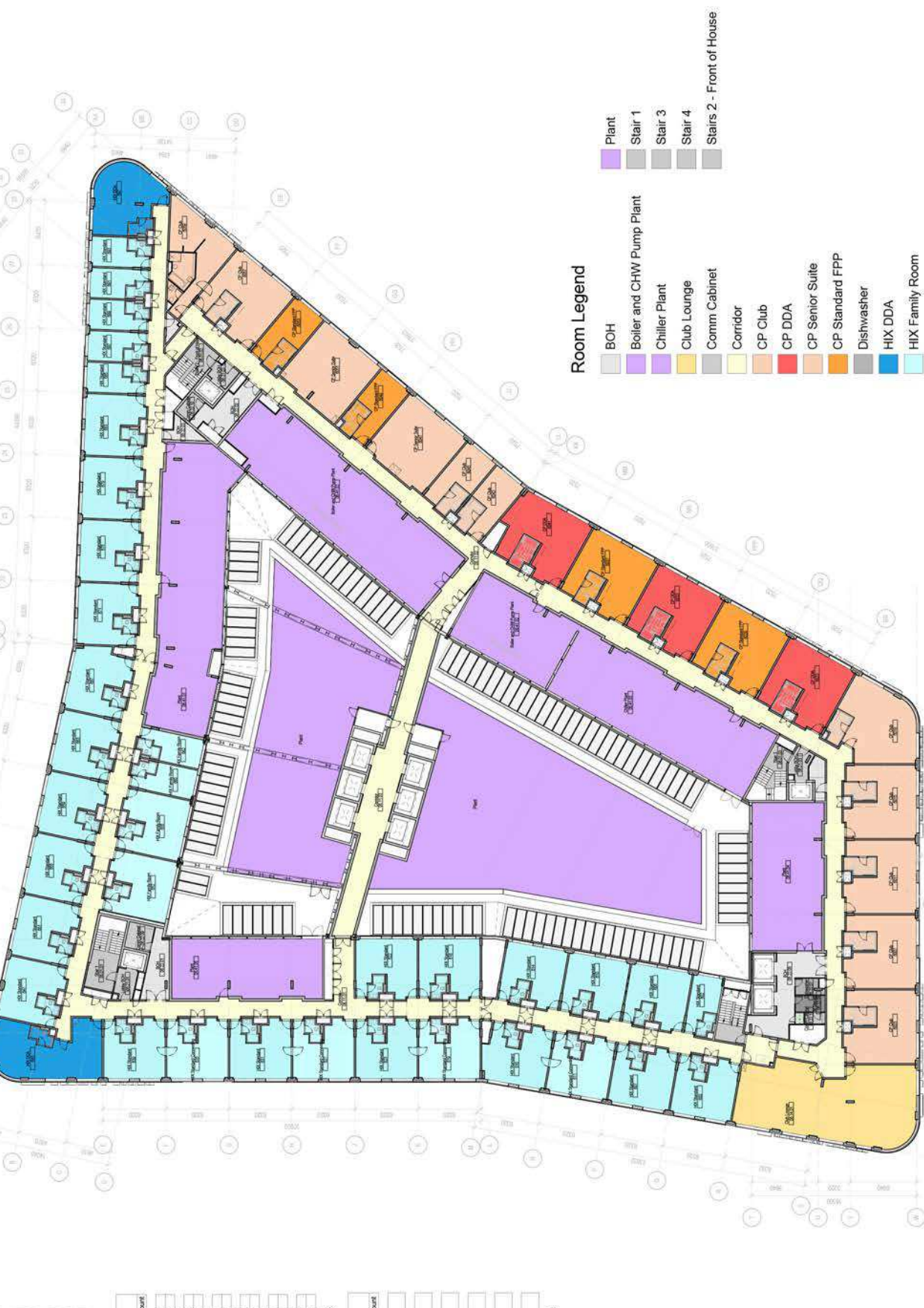
DESIGNED BY: [Signature]

DATE DESIGNED: 15/08/2016

SCALE: 1:200

CHECKED BY: [Signature]

DATE CHECKED: 15/08/2016



Room Legend

- Plant
- Stair 1
- Stair 3
- Stair 4
- Stairs 2 - Front of House
- BOH
- Boiler and CHW Pump Plant
- Chiller Plant
- Club Lounge
- Comm Cabinet
- Corridor
- CP Club
- CP DDA
- CP Senior Suite
- CP Standard FFP
- Dishwasher
- HIX DDA
- HIX Family Room
- HIX Standard
- HIX Standard Connecting
- Lobby BOH
- M Storage

Total DDA Guestrooms Per Floor

Level	Occupancy	Name	Count
LEVEL 01	Crowne Plaza	CP DDA	3
LEVEL 01	HIX	HIX DDA	2
LEVEL 02	Crowne Plaza	CP DDA	5
LEVEL 02	HIX	HIX DDA	2
LEVEL 03	Crowne Plaza	CP DDA	3
LEVEL 03	HIX	HIX DDA	3
LEVEL 04	Crowne Plaza	CP DDA	6
LEVEL 04	HIX	HIX DDA	3
LEVEL 05	Crowne Plaza	CP DDA	3
LEVEL 05	HIX	HIX DDA	3
LEVEL 06	Crowne Plaza	CP DDA	3
LEVEL 06	HIX	HIX DDA	2
TOTAL			33

Total FFP Guestrooms Per Floor

Level	Occupancy	Name	Count
LEVEL 01	Crowne Plaza	CP Standard FFP	6
LEVEL 02	Crowne Plaza	CP Standard FFP	6
LEVEL 03	Crowne Plaza	CP Standard FFP	6
LEVEL 04	Crowne Plaza	CP Standard FFP	6
LEVEL 05	Crowne Plaza	CP Standard FFP	6
LEVEL 06	Crowne Plaza	CP Standard FFP	4
TOTAL			36

GENERAL NOTES

All rights reserved.
All drawings and written material appearing hereon, whether in printed or electronic form, are the property of RTKL and may not be reproduced, stored or disseminated without the written consent of the Architect.
This drawing is to be used for construction purposes only. It is not to be used for any other purpose without the written consent of the Architect.
Do not scale from this drawing.

NO.	REV.	DATE	DESCRIPTION	BY	CHK.
1			ISSUED FOR PERMITTED PLANT DRAINAGE		
2			ISSUED FOR PERMITTED PLANT DRAINAGE		

KEY PLAN



T4 Hotel

GROVE DEVELOPMENTS
Design | Build | Maintain

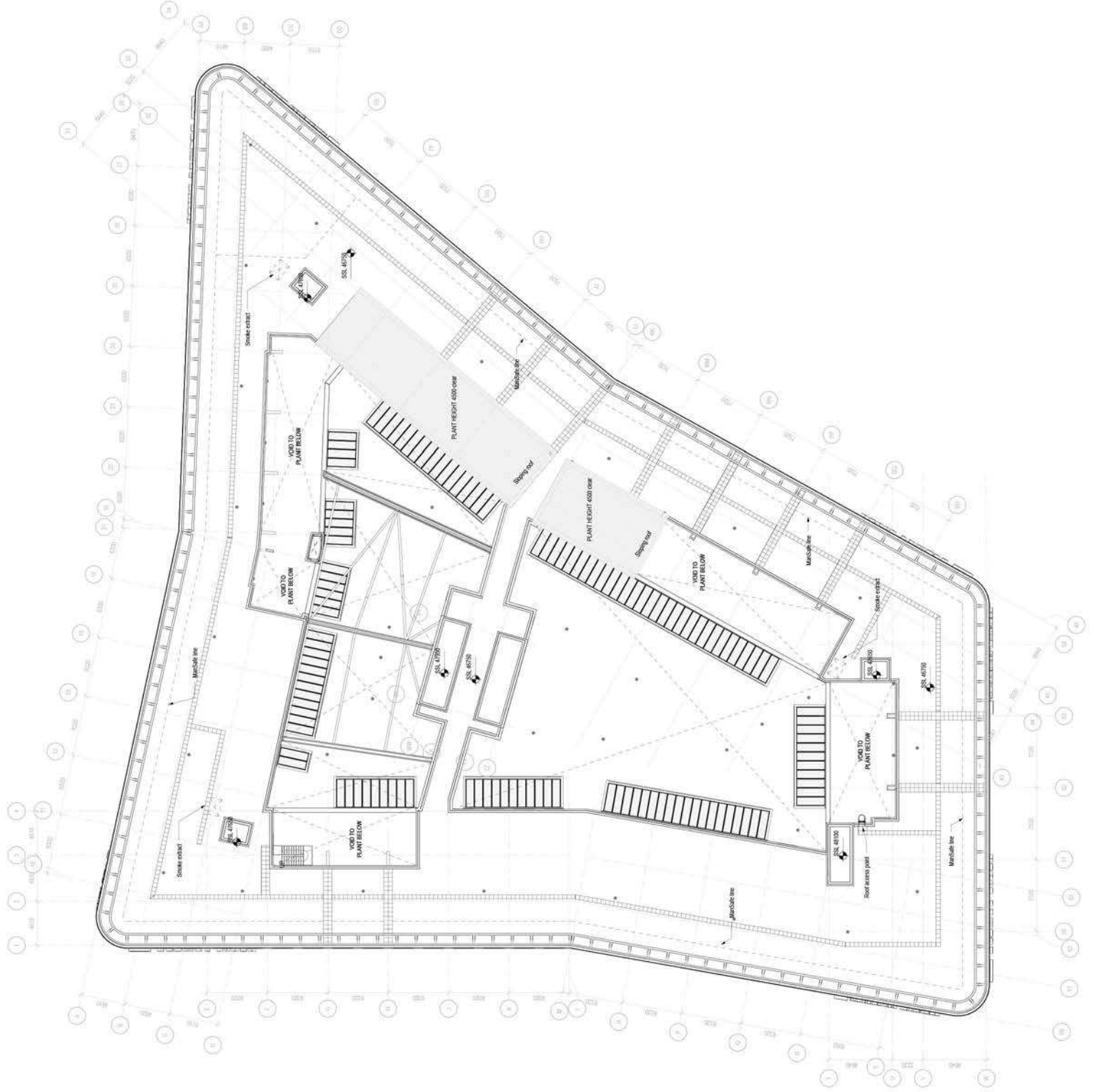
RTKL
AN ARCADIS COMPANY

25, Riverside Square, 10th Floor
100-1000 7366 8888

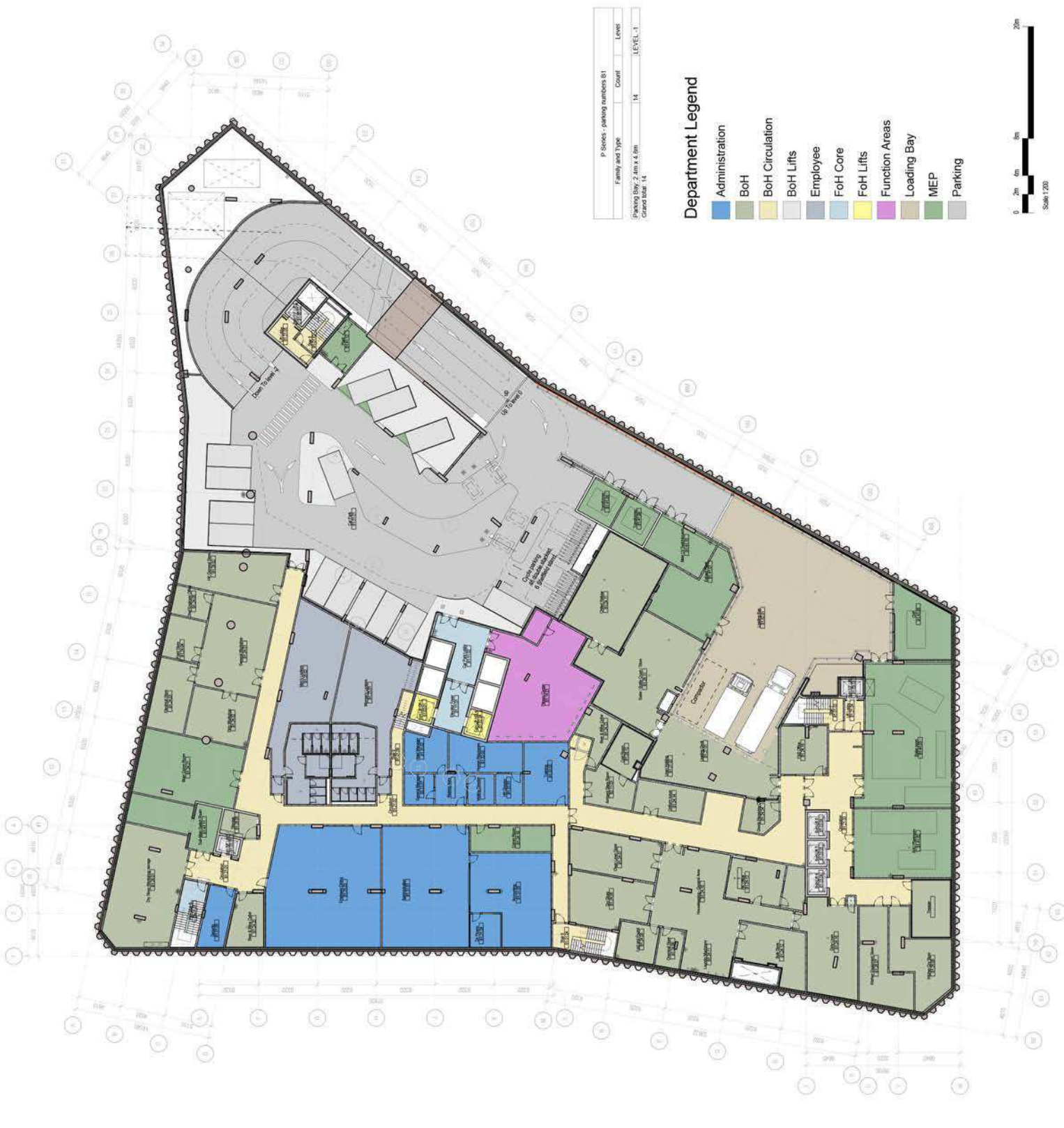
Roof Level

Stage 3

PROJECT NUMBER: 86-14627
DRAWING NUMBER: P050009
REVISION: 2



Name	Number	Area
Administration		9 m ²
Waiting Director		11 m ²
Waiting Area		11 m ²
General Manager		11 m ²
Employee Dining		11 m ²
Hotel Manager		11 m ²
Hotel Manager		20 m ²
Dir Financ.		12 m ²
Accounting		13 m ²
Accounting		75 m ²
HR Director		10 m ²
HR Director		10 m ²
Human Resources		28 m ²
Human Resources		31 m ²
Training		31 m ²
BoH		52 m ²
General Workshop		67 m ²
Urn Workshop		37 m ²
Electrical Store		31 m ²
Paint Store		18 m ²
Paint Store		45 m ²
General Office		45 m ²
Clean Linen Store		41 m ²
Linen and Found		17 m ²
Chemical Store		13 m ²
Chemical Store		10 m ²
General Workshop - General Area		65 m ²
Laundry Machinery		22 m ²
BoH Store		35 m ²
BoH Store		26 m ²
Uniform Issue		26 m ²
Hotel HK		10 m ²
Hotel HK		57 m ²
Child Release		76 m ²
BoH Store		20 m ²
Beer & Wine Cellar		16 m ²
Goods Receiving Office		13 m ²
Dry Store Workshop		52 m ²
HK General Store		48 m ²
Storage		10 m ²
Kitchen Dry Store		43 m ²
BoH Store		43 m ²
BoH Store		24 m ²
Boiler/Batter Control Store		24 m ²
Coal Room		17 m ²
Loading Dock		53 m ²
Linen Issuing Room		20 m ²
Linen Issuing Room		25 m ²
BoH Circulation		79 m ²
Star 6		14 m ²
Star 7		17 m ²
Star 8		19 m ²
Star 9		15 m ²
Circulation		16 m ²
Circulation		282 m ²
Circulation		79 m ²
Employee Lockers		113 m ²
Men's L.V. Switchboards		113 m ²
Men's L.V. Switchboards		113 m ²
FoH Core		119 m ²
FoH Core		19 m ²
BoH Core		19 m ²
BoH Core		21 m ²
Function Areas		19 m ²
Fitness Storage		16 m ²
Fitness Storage		6 m ²
Loading Bay		369 m ²
MEP		369 m ²
Comm Room		24 m ²
Main Comm Room		24 m ²
AKJ Plantroom		71 m ²
AKJ Plantroom		71 m ²
Boiler room		145 m ²
Boiler room		41 m ²
CHP		95 m ²
Water Tanks Below		95 m ²
Transformer		16 m ²
Transformer		16 m ²
Main L.V. Switchboards		28 m ²
Main L.V. Switchboards		36 m ²
Plant		37 m ²
Plant		37 m ²
Car Park		1381 m ²



Department Legend

- Administration
- BoH
- BoH Circulation
- BoH Lifts
- Employee
- FoH Core
- FoH Lifts
- Function Areas
- Loading Bay
- MEP
- Parking

P Series - parking numbers B1	Family and Type	Count	Level
Parking Bay: 2.0m x 4.0m		14	LEVEL -1
Gravel Area: 1.4			



GENERAL NOTES
 All rights reserved.
 All drawings are shown subject to approval by the client and may be subject to change without notice. The client is responsible for the accuracy of the information provided. The client is responsible for the accuracy of the information provided. The client is responsible for the accuracy of the information provided.
 Do not scale from this drawing.

KEY PLAN

1. 14/12/2019 - Project Review and Approval - OK
 2. 14/12/2019 - Project Review and Approval - OK
 3. 14/12/2019 - Project Review and Approval - OK
 4. 14/12/2019 - Project Review and Approval - OK

REV. DATE DESCRIPTION

1 14/12/2019 14/12/2019 14/12/2019 14/12/2019

T4 Hotel

GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY

22 Finsbury Square, 10th Floor
 London EC2A 3DF
 T: +44(0)20 7366 9404

Stage 3
 Area Plan - Level -1

P005001
 Revision: 4

© 2019 RTKL UK Ltd

GENERAL NOTES
 All rights reserved.
 All drawings and sections retained copyright by RTKL and may not be distributed, used or disclosed without written consent of the architect.
 This drawing is the property of RTKL and shall remain confidential. It is not to be used for any other project without the written consent of RTKL.
 Do not scale from this drawing.

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
 4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
 5. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
 6. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
 7. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
 8. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
 9. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
 10. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.

KEY PLAN



PROJECT: T4 Hotel

CLIENT: GROVE DEVELOPMENTS
 Design | Build | Maintain

AN ARCADIS COMPANY
 RTKL
 22, Parkside Street, 10th Floor
 Singapore 049311
 T: +65 633 7369 644

SHEET IDENTIFICATION
 TITLE: Area Plan - Level -2

STATUS: Stage 3
 PROJECT NUMBER: 86-14627
 DRAWING NUMBER: P005000

DATE DRAWN: 04/07/2018
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 REVISION: 4

© 2012 RTKL UK Ltd



Family and Type	Count	Level
Accessible Parking Bay - 3.0m x 6.0m	13	LEVEL -2
Parking Bay - 2.4m x 4.8m	164	LEVEL -2
Parking Bay - 2.0m x 6.0m	9	LEVEL -2
Grass Total	120	

Department Legend

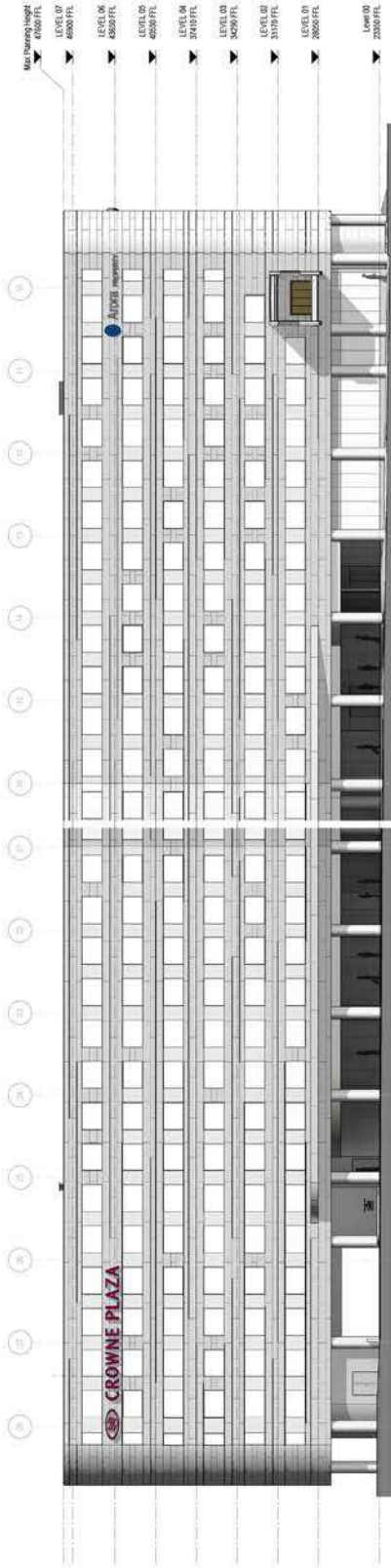
- BoH
- BoH Circulation
- BoH Lifts
- FoH Core
- FoH Lifts
- MEP
- Parking



Name	Number	Area
BoH		
Dry Storage	B2-26.102	57 m²
Storage	B2-26.104	117 m²
Storage	B2-26.106	85 m²
Storage	B2-26.108	37 m²
Storage	B2-26.110	77 m²
BoH Circulation		
BoH Lobby	B2-21.006	18 m²
Stair 6	B2-01.02	12 m²
Stair 7	B2-01.03	15 m²
Stair 8	B2-01.04	15 m²
LiF Lobby	B2-21.102	6 m²
LiF Lobby	B2-21.104	22 m²
BoH LiFs		
BoH FFP LiF 1	B2-03.011	4 m²
BoH FFP LiF 3	B2-03.013	4 m²
BoH FFP LiF 5	B2-03.015	6 m²
BoH FFP LiF 6	B2-03.016	6 m²
FoH Core		
FoH Stair 3	B2-01.01	15 m²
FoH Stair 4	B2-01.02	18 m²
Elevator Foyer	B2-11.02	8 m²
FoH Circulation	B2-21.01	21 m²
FoH LiFs		
FoH LiF 1	B2-03.01	7 m²
FoH LiF 2	B2-03.02	7 m²
FoH LiF 3	B2-03.03	7 m²
FoH LiF 4	B2-03.04	7 m²
FoH LiF 5	B2-03.05	7 m²
FoH LiF 6	B2-03.06	7 m²
FoH LiF 7	B2-03.07	7 m²
FoH LiF 8	B2-03.08	7 m²
FoH LiF 9	B2-03.09	7 m²
FoH LiF 10	B2-03.10	7 m²
FoH LiF 11	B2-03.11	7 m²
FoH LiF 12	B2-03.12	7 m²
FoH LiF 13	B2-03.13	7 m²
FoH LiF 14	B2-03.14	7 m²
FoH LiF 15	B2-03.15	7 m²
FoH LiF 16	B2-03.16	7 m²
FoH LiF 17	B2-03.17	7 m²
FoH LiF 18	B2-03.18	7 m²
FoH LiF 19	B2-03.19	7 m²
FoH LiF 20	B2-03.20	7 m²
FoH LiF 21	B2-03.21	7 m²
FoH LiF 22	B2-03.22	7 m²
FoH LiF 23	B2-03.23	7 m²
FoH LiF 24	B2-03.24	7 m²
FoH LiF 25	B2-03.25	7 m²
FoH LiF 26	B2-03.26	7 m²
FoH LiF 27	B2-03.27	7 m²
FoH LiF 28	B2-03.28	7 m²
FoH LiF 29	B2-03.29	7 m²
FoH LiF 30	B2-03.30	7 m²
FoH LiF 31	B2-03.31	7 m²
FoH LiF 32	B2-03.32	7 m²
FoH LiF 33	B2-03.33	7 m²
FoH LiF 34	B2-03.34	7 m²
FoH LiF 35	B2-03.35	7 m²
FoH LiF 36	B2-03.36	7 m²
FoH LiF 37	B2-03.37	7 m²
FoH LiF 38	B2-03.38	7 m²
FoH LiF 39	B2-03.39	7 m²
FoH LiF 40	B2-03.40	7 m²
FoH LiF 41	B2-03.41	7 m²
FoH LiF 42	B2-03.42	7 m²
FoH LiF 43	B2-03.43	7 m²
FoH LiF 44	B2-03.44	7 m²
FoH LiF 45	B2-03.45	7 m²
FoH LiF 46	B2-03.46	7 m²
FoH LiF 47	B2-03.47	7 m²
FoH LiF 48	B2-03.48	7 m²
FoH LiF 49	B2-03.49	7 m²
FoH LiF 50	B2-03.50	7 m²
FoH LiF 51	B2-03.51	7 m²
FoH LiF 52	B2-03.52	7 m²
FoH LiF 53	B2-03.53	7 m²
FoH LiF 54	B2-03.54	7 m²
FoH LiF 55	B2-03.55	7 m²
FoH LiF 56	B2-03.56	7 m²
FoH LiF 57	B2-03.57	7 m²
FoH LiF 58	B2-03.58	7 m²
FoH LiF 59	B2-03.59	7 m²
FoH LiF 60	B2-03.60	7 m²
FoH LiF 61	B2-03.61	7 m²
FoH LiF 62	B2-03.62	7 m²
FoH LiF 63	B2-03.63	7 m²
FoH LiF 64	B2-03.64	7 m²
FoH LiF 65	B2-03.65	7 m²
FoH LiF 66	B2-03.66	7 m²
FoH LiF 67	B2-03.67	7 m²
FoH LiF 68	B2-03.68	7 m²
FoH LiF 69	B2-03.69	7 m²
FoH LiF 70	B2-03.70	7 m²
FoH LiF 71	B2-03.71	7 m²
FoH LiF 72	B2-03.72	7 m²
FoH LiF 73	B2-03.73	7 m²
FoH LiF 74	B2-03.74	7 m²
FoH LiF 75	B2-03.75	7 m²
FoH LiF 76	B2-03.76	7 m²
FoH LiF 77	B2-03.77	7 m²
FoH LiF 78	B2-03.78	7 m²
FoH LiF 79	B2-03.79	7 m²
FoH LiF 80	B2-03.80	7 m²
FoH LiF 81	B2-03.81	7 m²
FoH LiF 82	B2-03.82	7 m²
FoH LiF 83	B2-03.83	7 m²
FoH LiF 84	B2-03.84	7 m²
FoH LiF 85	B2-03.85	7 m²
FoH LiF 86	B2-03.86	7 m²
FoH LiF 87	B2-03.87	7 m²
FoH LiF 88	B2-03.88	7 m²
FoH LiF 89	B2-03.89	7 m²
FoH LiF 90	B2-03.90	7 m²
FoH LiF 91	B2-03.91	7 m²
FoH LiF 92	B2-03.92	7 m²
FoH LiF 93	B2-03.93	7 m²
FoH LiF 94	B2-03.94	7 m²
FoH LiF 95	B2-03.95	7 m²
FoH LiF 96	B2-03.96	7 m²
FoH LiF 97	B2-03.97	7 m²
FoH LiF 98	B2-03.98	7 m²
FoH LiF 99	B2-03.99	7 m²
FoH LiF 100	B2-04.00	7 m²
MEP		
Sprinkler Tanks	B2-41.01	77 m²
Water Tanks	B2-41.02	55 m²
Electrical Plant Room	B2-41.03	55 m²
Plant	B2-42.05	23 m²
Parking		
Reduced Head Height	B2-26.15	79 m²
Car Park	B2-21.01	4168 m²

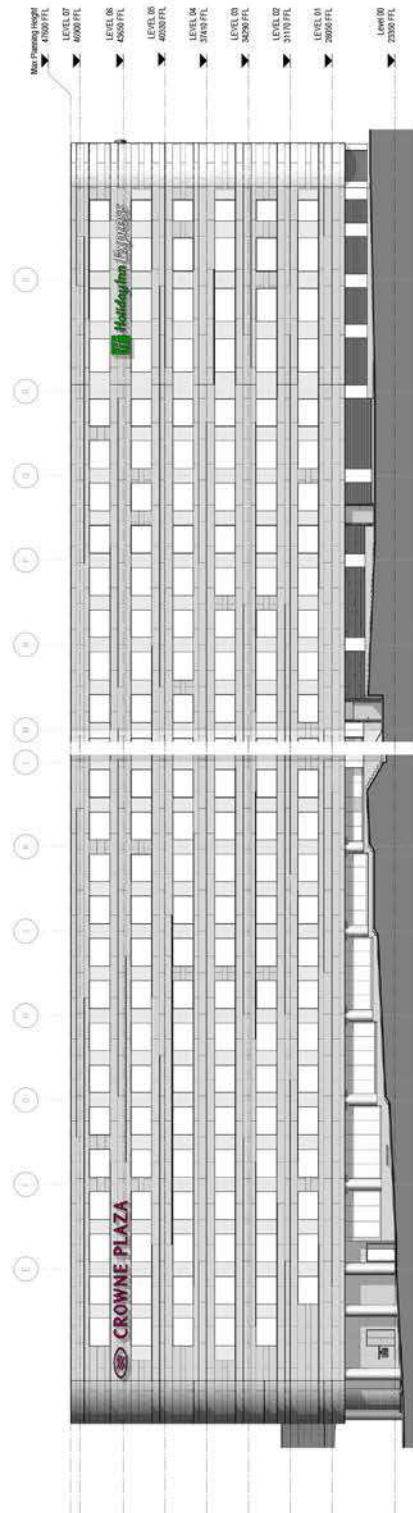
GENERAL NOTES

All rights reserved.
 All drawings and written material appearing hereon, including but not limited to, drawings, specifications, schedules and any other documents, shall be deemed to be the property of the Architect and shall remain the property of the Architect. No part of this drawing shall be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the Architect.
 Do not scale from this drawing.



1 Building Elevation - North 1
1:200

2 Building Elevation - North 2
1:200



3 Building Elevation - West 1
1:200

4 Building Elevation - West 2
1:200



PROJECT: T4 Hotel
 CLIENT: GROVE DEVELOPMENTS
 DESIGN: AN ARCADIS COMPANY
 DATE: 05/2024
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY
 25, Abchurch Lane, 10th Floor
 London EC4N 3DF, UK
 T: +44 (0)20 7346 6400

SHEET IDENTIFICATION

TITLE: Co-ordinating - North & West Elevations

STATUS: Stage 3

PROJECT NUMBER	04-14627
DATE DRAWN	05/2024
DRAWN BY	[Name]
CHECKED BY	[Name]
APPROVED BY	[Name]
DRAWING NUMBER	P031000
REVISION	2

© 2024 RTKL UK Ltd

GENERAL NOTES

All rights reserved.
 All drawings and/or information appearing hereon, including but not limited to, drawings, specifications and any work or documents, shall be developed without written consent of the Architect.
 No part of this drawing shall be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written consent of the Architect.
 Do not scale from this drawing.



1 Building Elevation - East 1
1:200

2 Building Elevation - East 2
1:200



3 Building Elevation - South
1:200



1	1:100	Approved Planning Drawing	DATE	15/03/2017	NO	1
2	1:100	Approved Planning Drawing	DATE	15/03/2017	NO	2

GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL

AN ARCADIS COMPANY
 22, Farnborough Station, 10th Floor
 100 Broadwater Way, Farnborough, Hampshire, UK
 T: +44(0)1329 444444

PROJECT: T4 Hotel

CLIENT: GROVE DEVELOPMENTS

STATUS: Stage 3

DATE DRAWN: 15/03/2017

PROJECT NUMBER: 86-14627

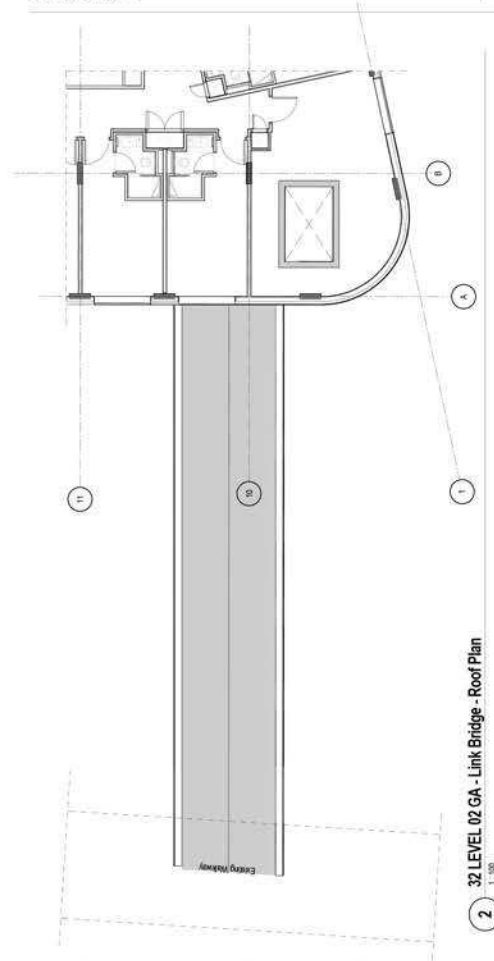
SCALE: As Indicated

DRAWING NUMBER: P031001

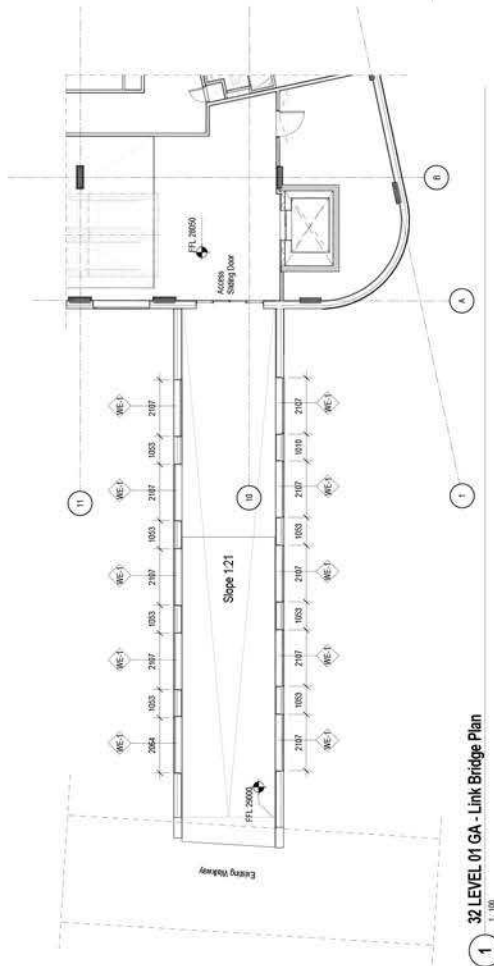
REVISION: 2

GENERAL NOTES

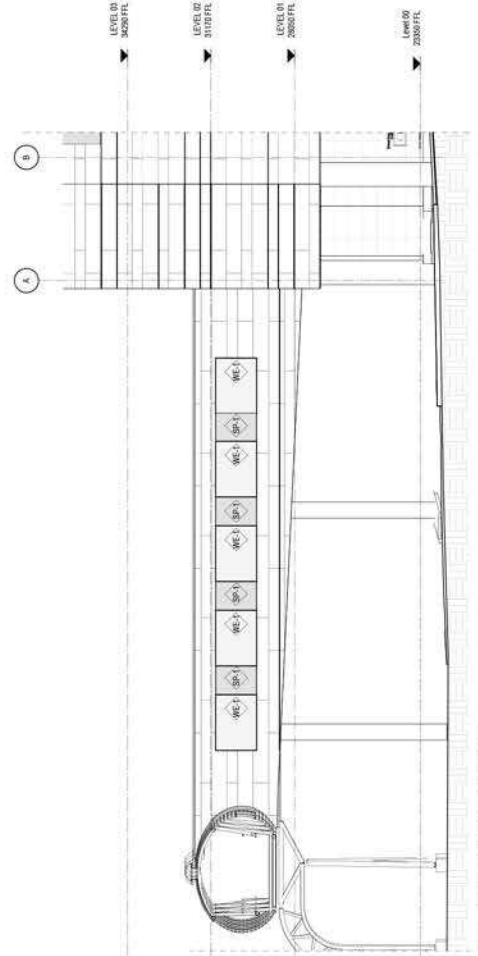
All rights reserved.
 All drawings shall remain the property of Grove Developments Ltd. No part of this drawing shall be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or otherwise, without the prior written consent of the architect.
 This drawing is for information only and is not to be used for construction without the written approval of the architect.
 Do not scale from this drawing.



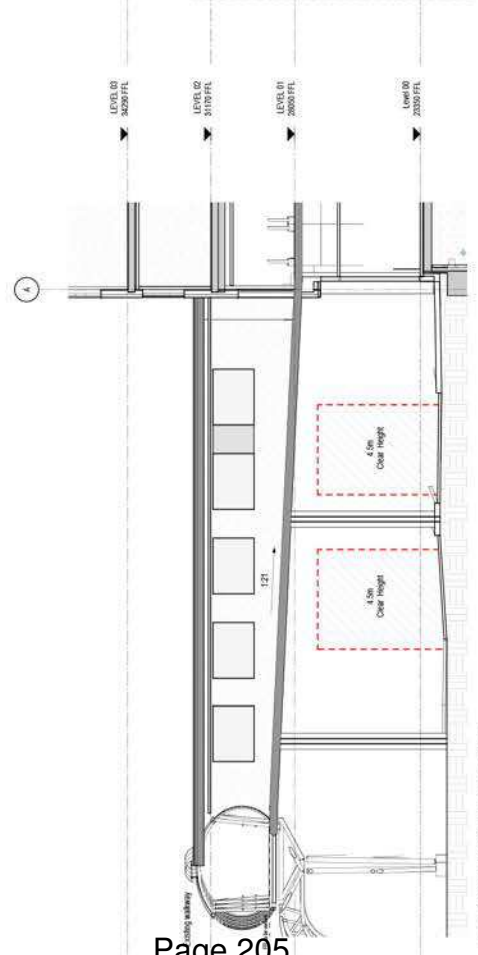
2 32 LEVEL 02 GA - Link Bridge - Roof Plan
 1:100



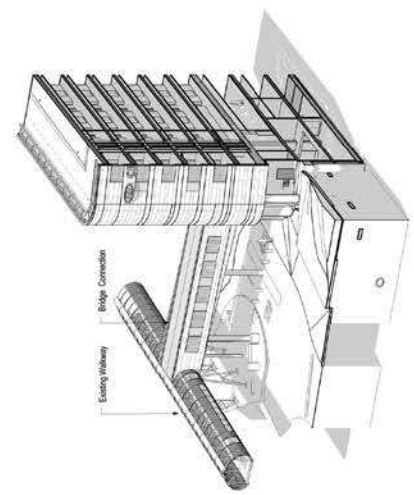
1 32 LEVEL 01 GA - Link Bridge Plan
 1:100



3 32 Link Bridge West Elevation
 1:100



4 32 Link Bridge Long Section
 1:100



6 32 Link Bridge Cross-Section
 1:100

REV# | DATE | DESCRIPTION | BY | APP'D
 1 | 15/01/2024 | Revised Energy Walkway | DWS | LJS

KEY PLAN



PROJECT T4 Hotel

CLIENT

GROVE DEVELOPMENTS
 Design | Build | Maintain



AN ARCADIS COMPANY
 22 Finsbury Square, 10th Floor
 London EC2A 3DU, UK
 T: +44(0)20 7366 9404

SHEET IDENTIFICATION

LINK BRIDGE
 Link Bridge

STATUS
 Stage 3

PROJECT NUMBER
 86-14627

DRAWING NUMBER
 P032051

REVISION
 1

19/08/2016 17:36:33 EC:938

GENERAL NOTES

All rights reserved.
 All drawings shall remain copyright drawings of GROVE DEVELOPMENTS and may not be reproduced, stored or distributed without written consent of the architect.
 This drawing is the property of GROVE DEVELOPMENTS and shall remain confidential for all time.
 Conditions of use are set out in the contract documents unless otherwise indicated.
 Do not scale from this drawing.

2 1:50 2024 Revised Working Drawing
 REV. DATE ASSOCIATION DWG. C. S.M.



T4 Hotel

PROJECT

CLIENT

GROVE DEVELOPMENTS
 Design | Build | Maintain



AN ARCADIS COMPANY
 22 Finsbury Square, 10th Floor
 London EC2A 3DF
 T: +44 (0)20 7396 9404

SHEET IDENTIFICATION

TITLE
Sections A,B

STATUS
Stage 3

PROJECT NUMBER
86-14627

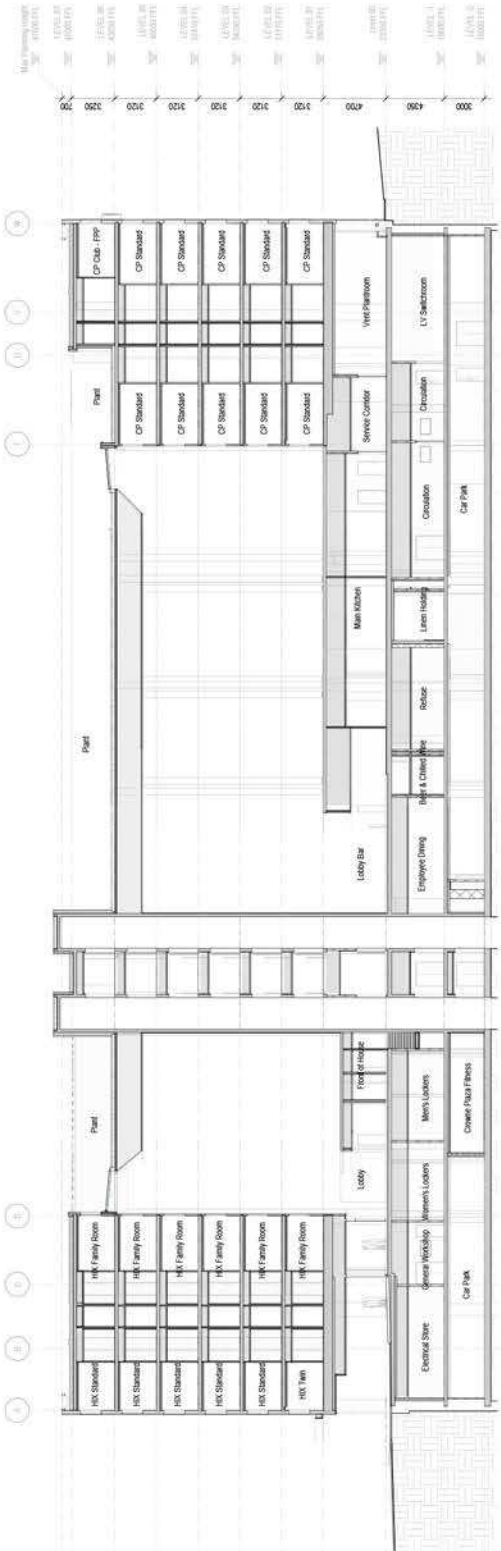
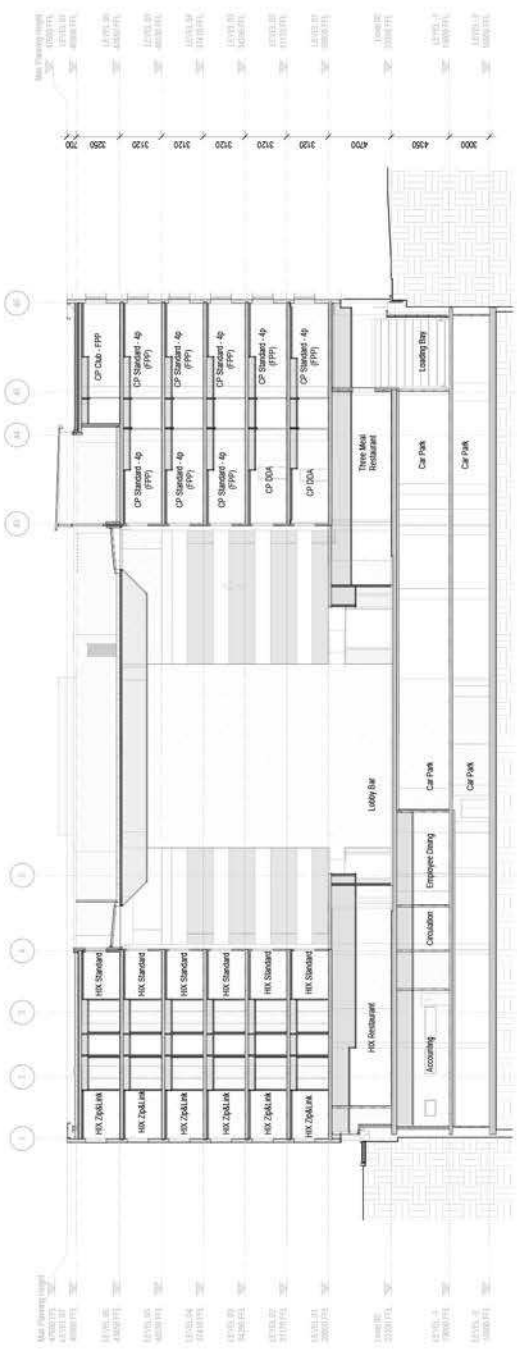
DATE DRAWN
 15/06/2024

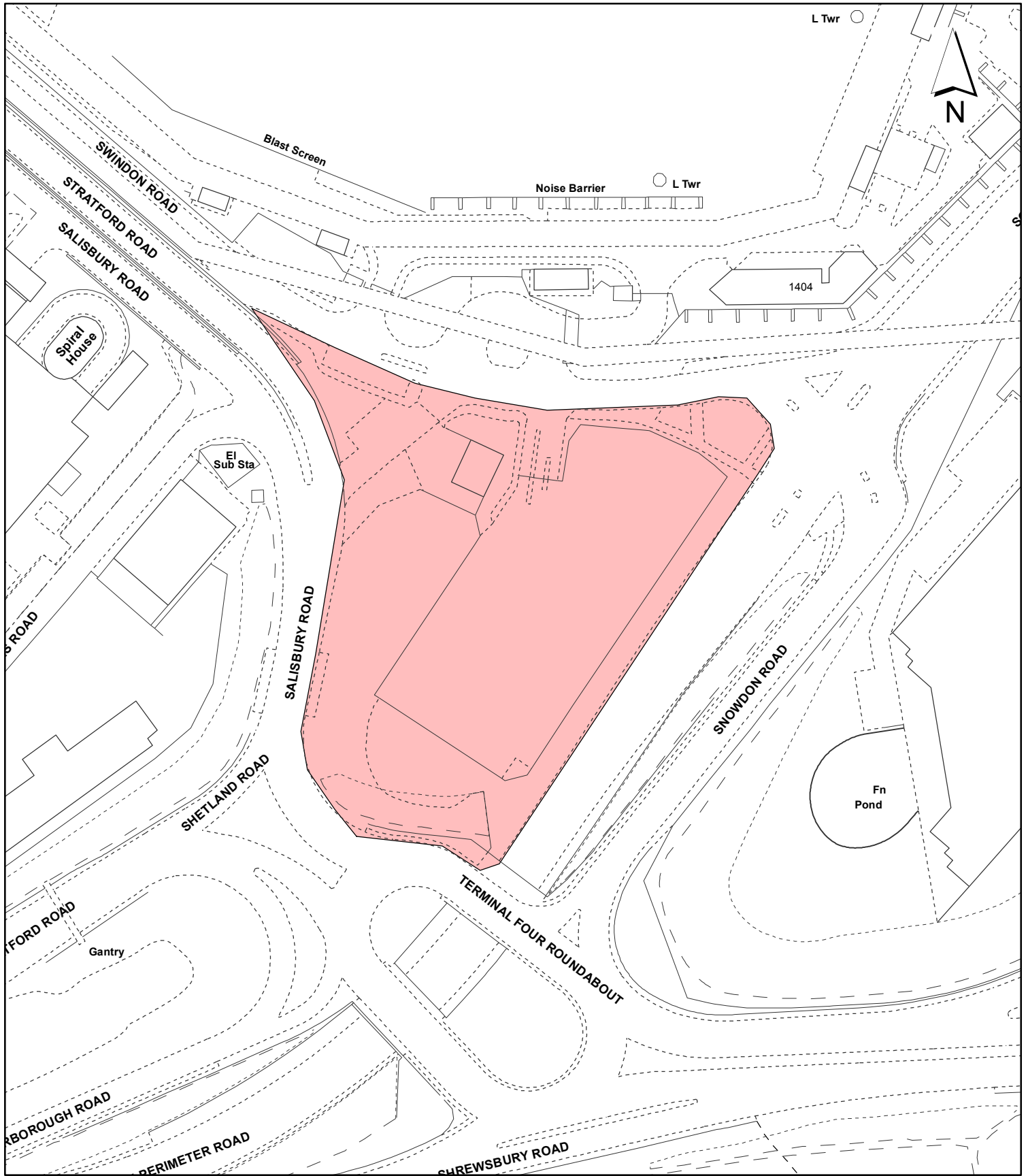
SCALE
 As indicated

DRAWING NUMBER
P033001

REVISION
2

© 2012 RTKL UK Ltd





Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Former Contractor's Compound
 South of Swindon Road
 Heathrow Airport**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
67622/APP/2016/3198

Scale:
1:1,250

Planning Committee:
Major Page 207

Date:
December 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address BRIDGE HOUSE, DENBRIDGE IND. ESTATE OXFORD ROAD UXBRIDGE

Development: Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3)

LBH Ref Nos: 40050/APP/2016/852

Date Plans Received:	29/02/2016	Date(s) of Amendment(s):	11/10/2016
Date Application Valid:	08/03/2016		29/02/2016
			02/11/2016
			02/08/2016

GENERAL NOTES

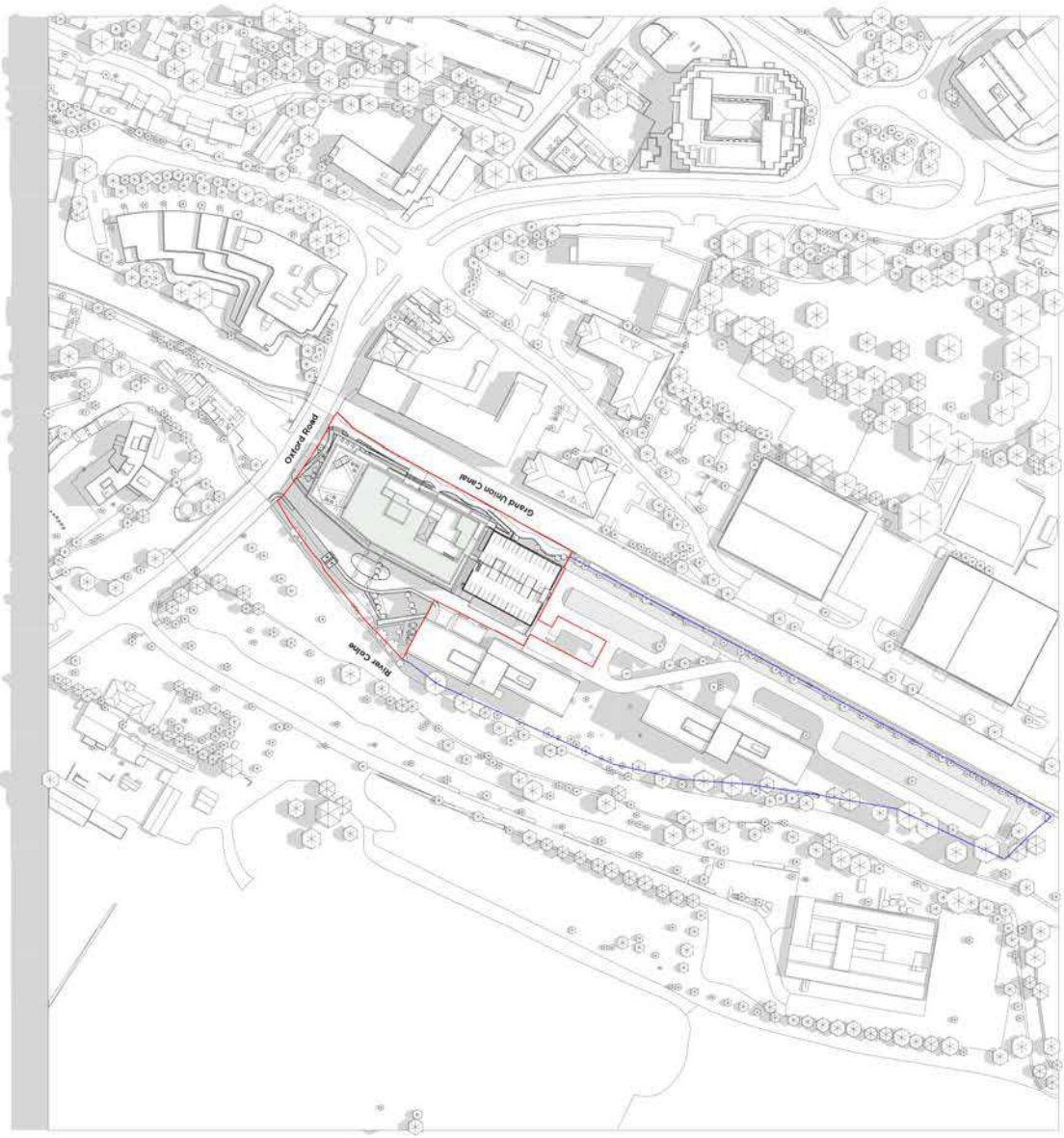
The drawings are copyright of Darling Associates. The drawings shall not be used for any other purpose without the written consent of Darling Associates. All works shall be in accordance with the current Building Regulations and all other relevant legislation. All works shall be in accordance with the current Building Regulations and all other relevant legislation. All works shall be in accordance with the current Building Regulations and all other relevant legislation.

Drawings, specifications and schedules are to be used in conjunction with the following: 1. The current Building Regulations and all other relevant legislation. 2. The current Building Regulations and all other relevant legislation. 3. The current Building Regulations and all other relevant legislation.

KEY PLAN



NOTES



PLS - Removal of Formwork
DATE: 07/06/2018
BY: ABH

DARLING ASSOCIATES ARCHITECTS

1 Greencoat Row
London SW1P 1GH
www.darlingassociates.net
+44 (0) 20 7630 0500

PLANNING

TITLE	Proposed Location Plan
PROJECT	Bridge House
SCALE (A1)	1:1250
JOB NO.	13035
DRAWING	(03)-S-001
REV.	PL 5

© Darling Associates Ltd.

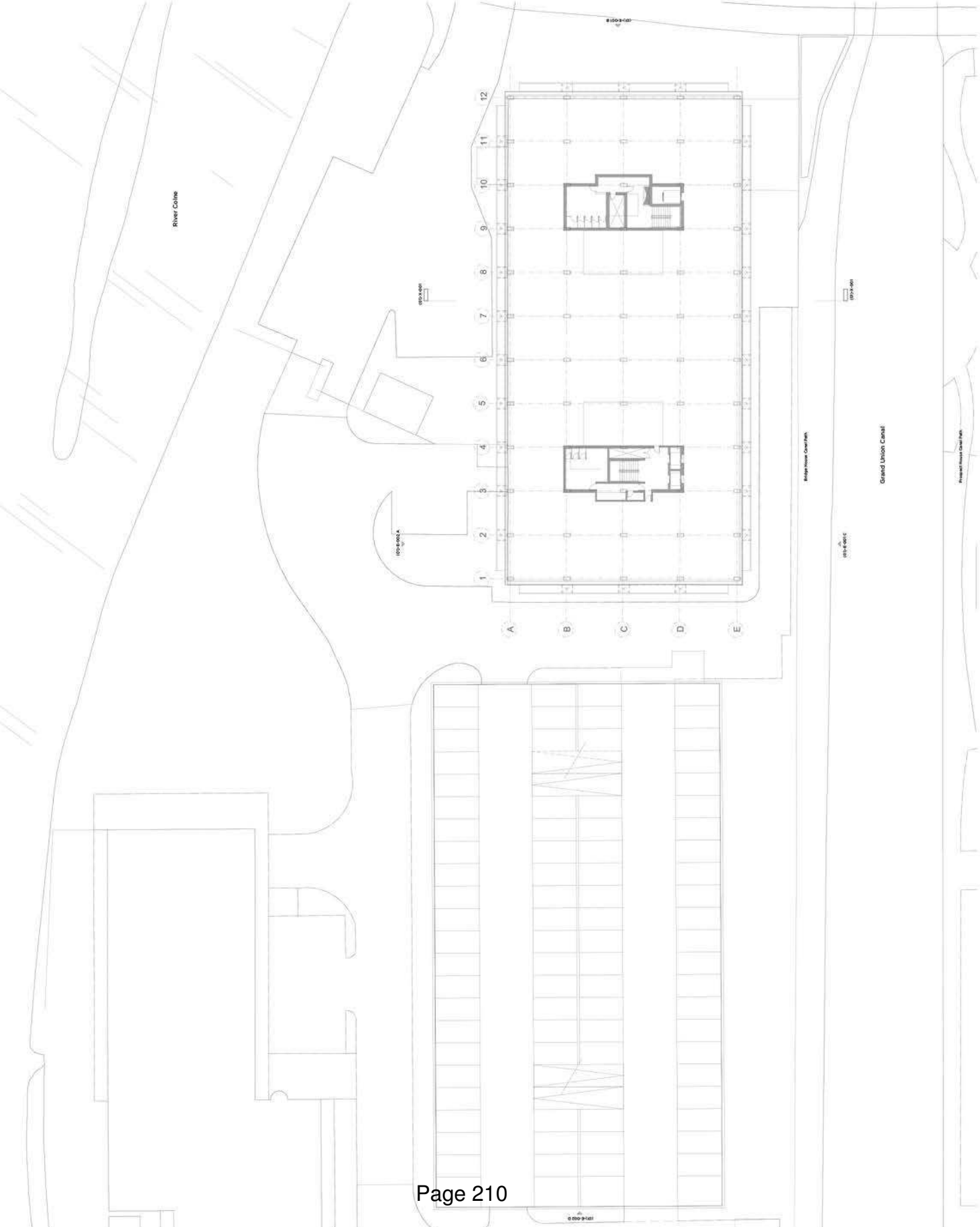
GENERAL NOTES

The drawing is copyright of Darling Associates. This drawing shall not be copied, altered, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All works shall be the sole and exclusive property of Darling Associates and shall remain the property of Darling Associates. No part of this drawing shall be used for any other purpose without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and shall be read in conjunction with the relevant specifications and drawings. Any conditions and/or additional work are required shall be indicated by a note or callout. All dimensions are in millimeters unless otherwise stated. The drawing is for information only and shall not be used for construction purposes without the approval of Darling Associates. Other applicable safety and construction requirements as approved by the Main Contractor. Other applicable safety and construction requirements as approved by the Main Contractor.

KEY PLAN



NOTES



PL2	LANDSCAPE ARCHITECTURE	16.02.19	J.B. OM
REV	NOTES	DATE	BY / AUTH

DARLING ASSOCIATES ARCHITECTS
 1 Greencoat Row mail@darlingassociates.net
 London SW1P 1DH www.darlingassociates.net
 UK +44 (0) 20 7630 0500

PLANNING	
TITLE	Existing Typical Floor Plan
PROJECT	Bridge House
SCALE AT A2	1 : 200
JOB NO.	10035
DRAWING	(01)-JP-001
REV.	PL2
© Darling Associates Ltd.	

GENERAL NOTES:

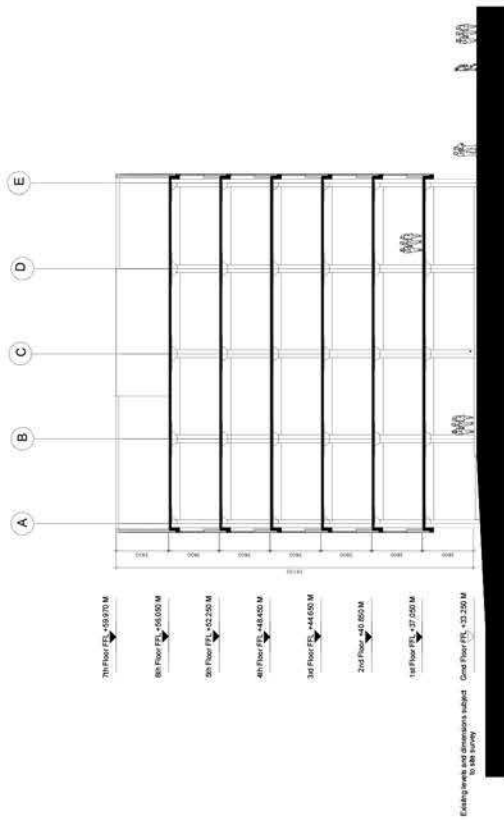
The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, altered, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and specifications. The drawing is intended for use as a guide only and does not constitute a contract. Any modification and/or addition to the drawing shall be made in accordance with the instructions of the relevant authority. The drawing is intended for use as a guide only and does not constitute a contract. Any modification and/or addition to the drawing shall be made in accordance with the instructions of the relevant authority.

Drawings, specifications and schedules are to be read in conjunction with the following documents: Contract Documents, Conditions of Contract, Bill of Materials, Specifications, Survey Report, and any other documents approved by the Main Contractor. Other approvals may be subject to requirements as approved by the Main Contractor.

KEY PLAN



NOTES:



PL2	Landmark Architecture	16.02.19	J.B. OM
REV	NOTES	DATE	BY / AUTH

DARLING ASSOCIATES ARCHITECTS

1 Greencoat Row
 London SW1P 1DH
 www.darlingassociates.net
 +44 (0) 20 7630 0900

DRAWING STYLE		SCALE AT A2:
PLANNING		1 : 200
TITLE		
Existing Bridge House Section		
SUBJECT		
Bridge House		
SCALE AT A2:	SCALE AT A3:	
1 : 200	1 : 400	
JOB NO:	DRAWING:	REV:
13035	(01)-X-001	PL.2
© Darling Associates Ltd.		

GENERAL NOTES:

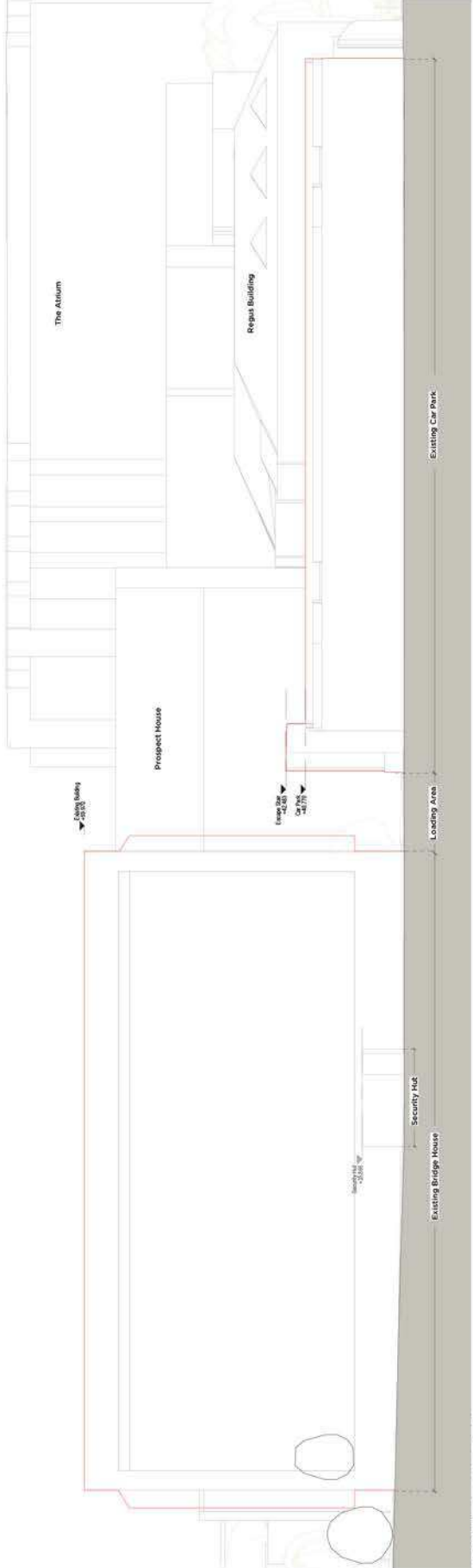
The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All rights are reserved. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and specifications. Any modification and/or addition to the drawing shall be made in accordance with the instructions of the project manager or other representative.

Drawings, specifications and schedules are to be used in conjunction with the following: Darling Associates' drawings and specifications, and the drawings and specifications of the client. The drawings and specifications of the client are to be used in conjunction with the drawings and specifications of Darling Associates. Other specialist design sub-contractors' requirements as approved by the Main Contractor. Other specialist design sub-contractors' requirements as approved by the Main Contractor.

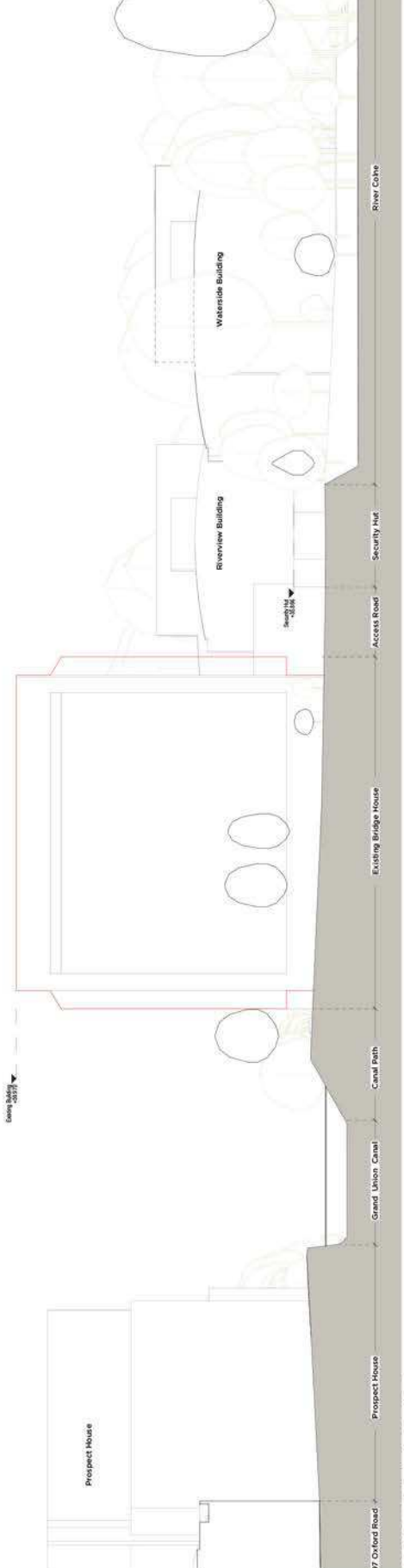
KEY PLAN



NOTES:



(03-E-001) A - West Elevation from the River Cone



(03-E-001) B - North Elevation from Oxford Road



PL2 LINDSAY AVENUE 16.02.19 JLB DM
REV: NOTES DATE BY: AD278

DARLING ASSOCIATES ARCHITECTS

1 Greenleaf Row
London SW1P 1JH
www.darlingassociates.net
+44 (0) 20 7630 0500

PLANNING

EXISTING West and North Elevation
Bridge House

SCALE AT A3:
1 : 200

REV: 13035 (01)-E-001 PL2

© Darling Associates Ltd.

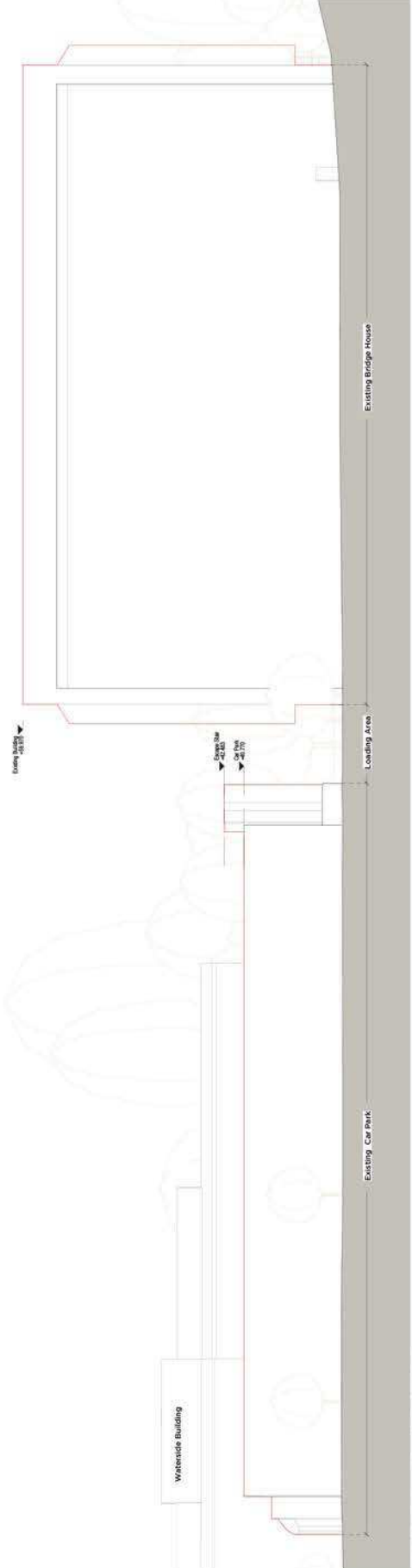
GENERAL NOTES:

The drawing is copyright of Darling Associates. This drawing shall not be copied, all or in part, without the written consent of Darling Associates. All dimensions are given in millimetres and shall be taken from the drawing. All works shall be carried out in accordance with the current Building Regulations, Approved Documents and other applicable standards. The drawing shall be used for the purpose of obtaining planning permission and other statutory consents. It is the responsibility of the client to ensure that the drawing is used for the purpose intended. This drawing may incorporate information from other drawings and shall be read in conjunction with them. Any modification or addition to this drawing shall be made by a separate drawing and shall be clearly identified as such. The drawing shall be read in conjunction with the relevant planning application and other relevant documents. The drawing shall be read in conjunction with the relevant planning application and other relevant documents. The drawing shall be read in conjunction with the relevant planning application and other relevant documents.

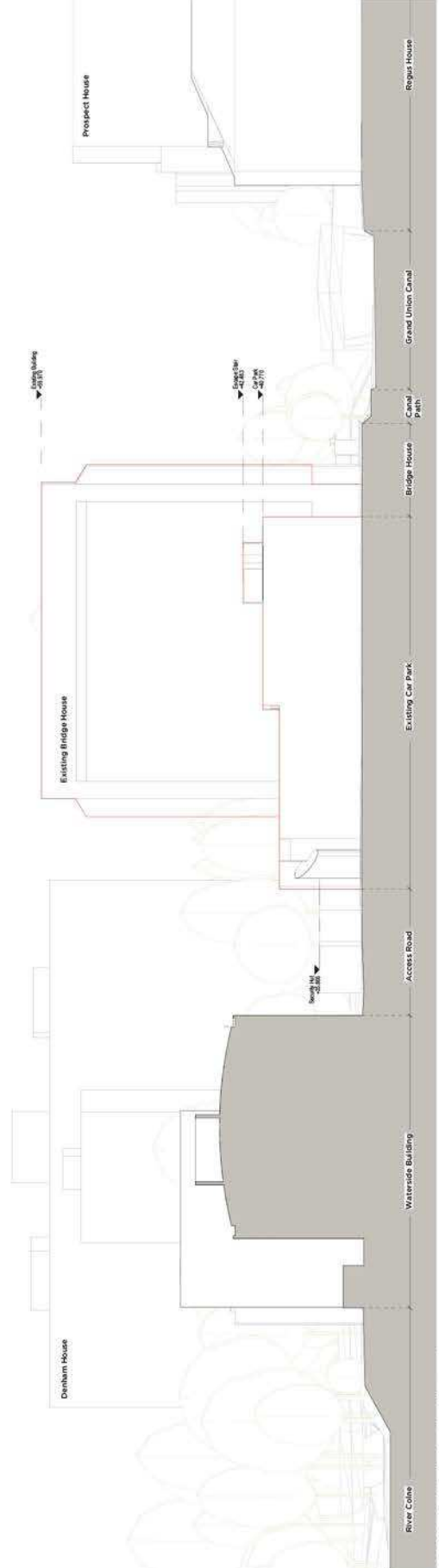
KEY PLAN



NOTES:



001-E-002 C : East Elevation from the Grand Union Canal



001-E-002 D : South Elevation from the existing car park



PL2	Landmark Architecture	16.02.19	JLB	OM
REV	NOTES	DATE	BY	AUTH

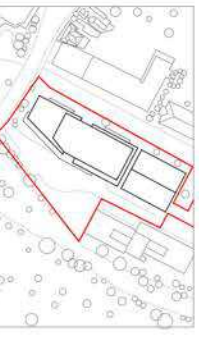
DARLING ASSOCIATES ARCHITECTS
 1 Greencoat Row
 London SW1P 1DH
 www.darlingassociates.net
 +44 (0) 20 7630 0500

PLANNING STUDIO	
TITLE Existing East and South Elevation	
PROJECT Bridge House	
SCALE 1st	SCALE 2nd
1 : 200	1 : 400
JOB NO.	DRAWING
130035	(01)E-002
REV.	PL.
	PL.2
© Darling Associates Ltd.	

GENERAL NOTES

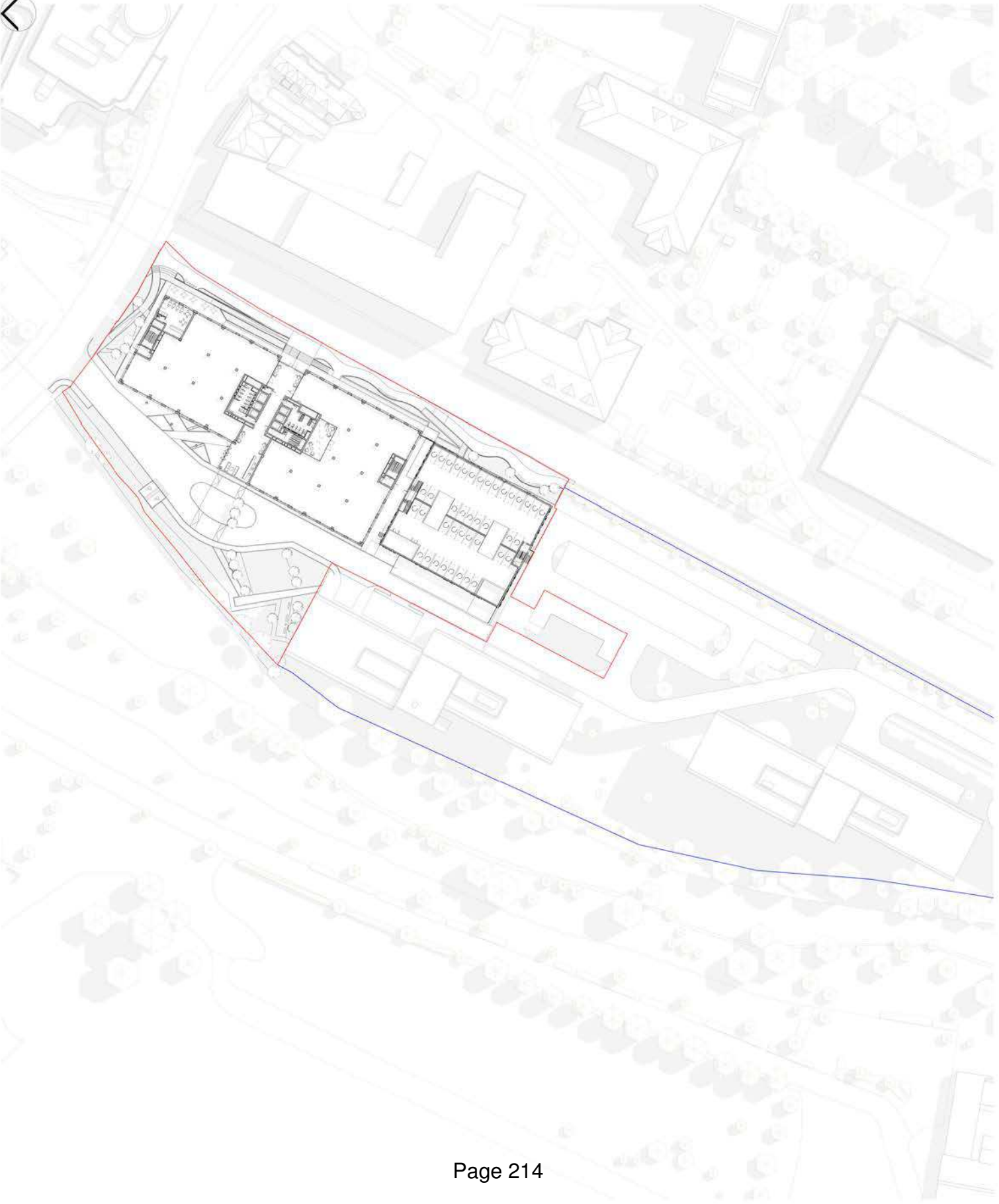
The drawings are copyright of Darling Associates. The drawing shall not be issued, all or in part, to any other person without the written consent of Darling Associates. All works shall be carried out in accordance with the relevant Building Regulations, Approved Documents and other applicable standards. The drawings are prepared for the information of the client and are not to be used for any other purpose. The drawings are prepared for the information of the client and are not to be used for any other purpose. The drawings are prepared for the information of the client and are not to be used for any other purpose.

KEY PLAN



NOTES

Drawings, specifications and schedules are to be used in conjunction with the following: 1. The relevant Building Regulations, Approved Documents and other applicable standards. 2. The relevant Building Regulations, Approved Documents and other applicable standards. 3. The relevant Building Regulations, Approved Documents and other applicable standards.



PL 5 - Removal of Terrace 26.10.16 ALE OW
REV NOTES DATE BY AUTH

DARLING ASSOCIATES ARCHITECTS

1 Greencoat Row, London SW1P 1JH, UK
www.darlingassociates.net
+44 (0) 20 7630 0500

PLANNING

TITLE	Proposed Site Plan
PROJECT	Bridge House
SCALE (A1)	1 : 1000
DATE	26.10.16
REV	PL 5

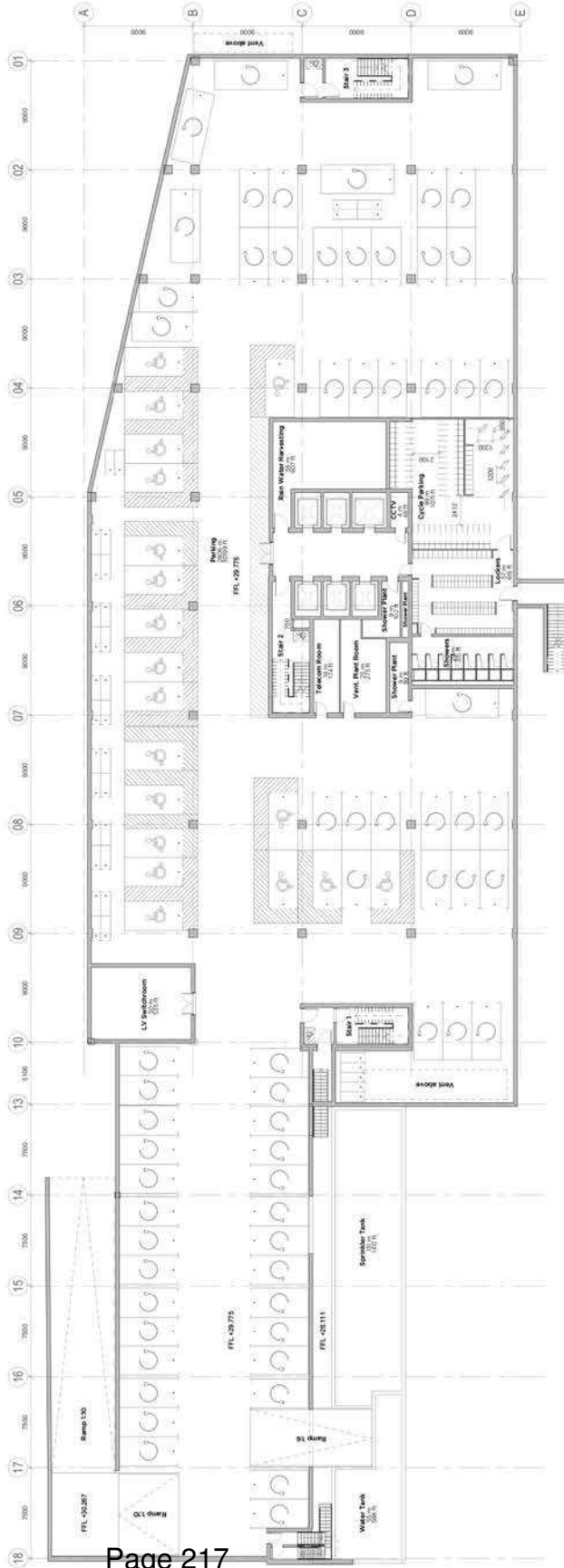
The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and specifications. Any modification or addition to this drawing shall be made by a separate drawing. Any modification or addition to this drawing shall be made by a separate drawing. Any modification or addition to this drawing shall be made by a separate drawing.

Drawings, specifications and schedules are to be read in conjunction with the following documents: Contract Documents, Conditions of Contract, Bill of Materials, Specifications, Schedule of Values, and any other documents incorporated by reference. Other applicable safety and construction requirements as approved by the Main Contractor. Other applicable safety and construction requirements as approved by the Main Contractor.

KEY PLAN



NOTES



1:500

 PL2 LINDSAY AVENUE 16.02.19 J.B. DM

 REV. NOTES DATE BY AUTH

DARLING ASSOCIATES
ARCHITECTS
 1 Greencoat Row Email: mail@darlingassociates.net
 London SW1P 1GH www.darlingassociates.net
 UK Tel: +44 (0) 7630 05920

DRAWING STYLE	
PLANNING	
TITLE	
Proposed Basement Floor Plan	
PROJECT	
Bridge House	
SCALE AT A3:	SCALE AT A2:
1 : 200	1 : 400
JOB NO:	DRAWING:
13035	(03)-P-080
REV:	PL2
C. Darling Associates Ltd.	

GENERAL NOTES

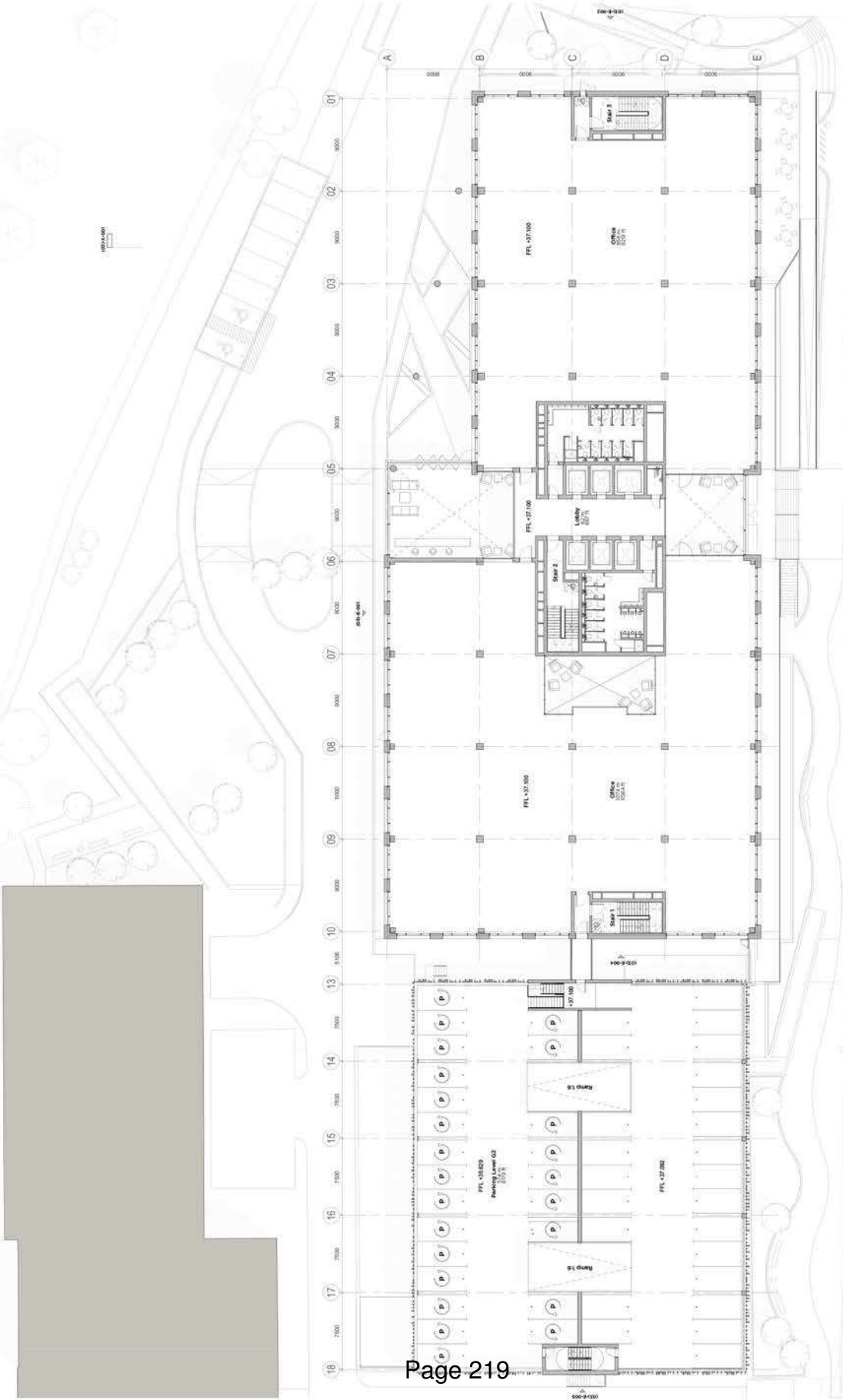
The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or otherwise used without the written consent of Darling Associates. All dimensions are given in millimetres unless otherwise stated. All works shall be to the satisfaction of the relevant authorities and shall comply with all applicable codes of practice. If the drawing forms part of an application for planning permission, it shall be subject to the conditions of any planning permission granted by the relevant authority. This drawing may incorporate information from other drawings and shall be read in conjunction with them. The drawing shall be read in conjunction with the relevant specifications and standards. Any conditions and/or additional works are required shall be indicated by a separate drawing or schedule. The drawing shall be read in conjunction with the relevant specifications and standards. Any conditions and/or additional works are required shall be indicated by a separate drawing or schedule.

Drawings, specifications and schedules are to be read in conjunction with the following documents: British Standards, Building Regulations, Planning Permission, and any other documents approved by the Main Contractor. Other applicable safety and construction requirements as approved by the Main Contractor.

KEY PLAN



NOTES



PLANNING

TITLE
Proposed First Floor

PROJECT
Bridge House

SCALE AT A2
1 : 200

DATE
13/03/20

REV
13035

DRAWING
(03)-P-001

PL2

SCALE AT A3
1 : 400

DATE
13/03/20

REV
13035

DRAWING
(03)-P-001

PL2

© Darling Associates Ltd.

GENERAL NOTES:
 The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or otherwise used without the written consent of Darling Associates. All dimensions are given in millimeters and shall be taken as shown. All works shall be to the satisfaction of Darling Associates and shall conform to the standard specifications and codes of practice. If the drawing shows part of an application for permission to build, the drawing shall not be used as a basis for construction without the approval of Darling Associates. This drawing may incorporate information from other drawings and shall be read in conjunction with the contract documents. No part of this drawing shall be used for any other purpose without the written consent of Darling Associates. The drawing shall be read in conjunction with the contract documents and shall not be used as a basis for construction without the written consent of Darling Associates. All dimensions are given in millimeters and shall be taken as shown. All works shall be to the satisfaction of Darling Associates and shall conform to the standard specifications and codes of practice. If the drawing shows part of an application for permission to build, the drawing shall not be used as a basis for construction without the approval of Darling Associates. This drawing may incorporate information from other drawings and shall be read in conjunction with the contract documents. No part of this drawing shall be used for any other purpose without the written consent of Darling Associates.

KEY PLAN



NOTES:

Scale: 1:200
 0 10000 20000
 1:200
 PL2 LINDSEY AVENUE 10.02.19 J.B. DM
 REV. NOTES DATE BY AUTV

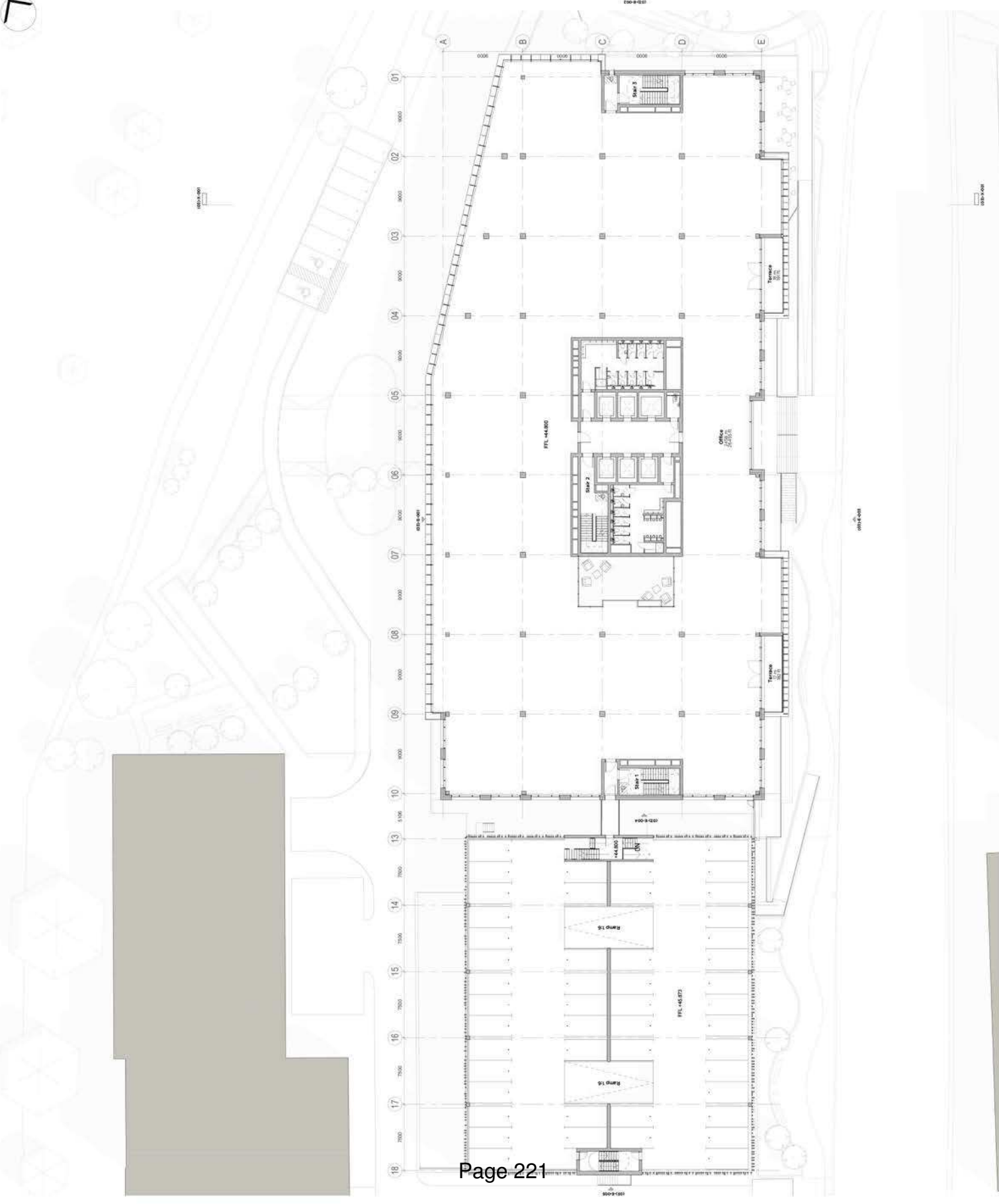
DARLING ASSOCIATES ARCHITECTS

1 Greencoat Row, London SW1P 1DH
 www.darlingassociates.net
 +44 (0) 7530 0590

PLANNING

TITLE	Proposed Third Floor Plan
PROJECT	Bridge House
SCALE AT A2	1:200
SCALE AT A3	1:400
JOB NO.	13035
DRAWING	(03)-P-003
REV.	PL2

© Darling Associates Ltd.





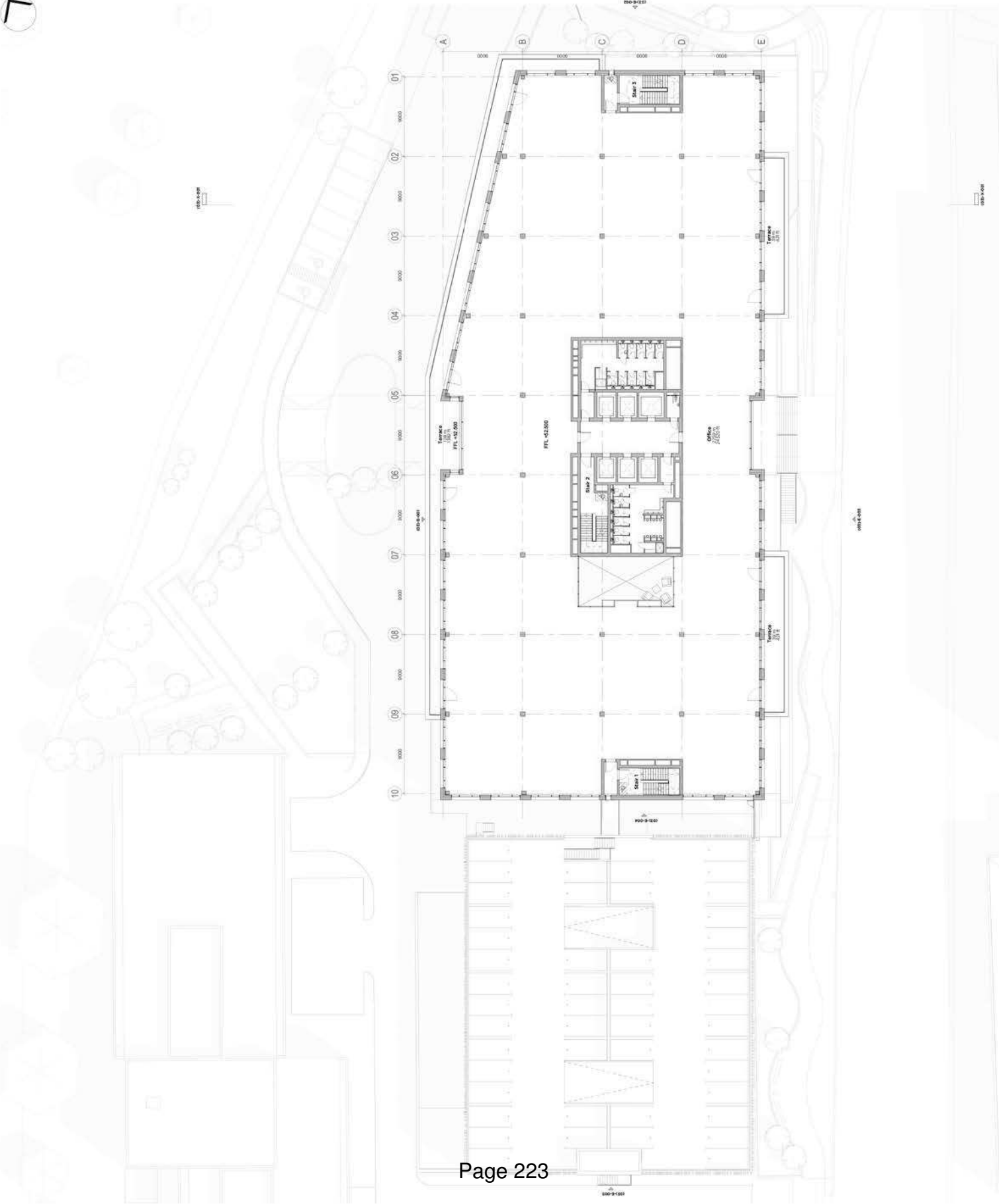
GENERAL NOTES
 The drawing is copyright of Darling Associates. This drawing shall not be copied, altered, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All works shall be to the satisfaction of Darling Associates and shall comply with the current British Standards specifications and codes of practice. If the drawing forms part of an application for planning permission, it shall be subject to the conditions of any planning permission granted by Darling Associates. This drawing may incorporate information from other drawings and shall be read in conjunction with them. No liability is accepted by Darling Associates for any information, including any drawings, which are required for the preparation of any application for planning permission or for any other purpose.

Drawings, specifications and schedules are to be used in conjunction with the following:
 1. The contract documents, including the Bill of Materials, and the specifications, drawings and specifications, approved by the Main Contractor. Other specialist safety sub-structure requirements as approved by the Main Contractor.
 2. The contract documents, including the Bill of Materials, and the specifications, drawings and specifications, approved by the Main Contractor.

KEY PLAN



NOTES



Scale	1:200	1:500	1:1000	1:2000
DATE	16.02.19	DATE	16.02.19	DATE
REV	01	REV	02	REV
BY	ADT	BY	ADT	BY
DATE	16.02.19	DATE	16.02.19	DATE

DARLING ASSOCIATES ARCHITECTS
 1 Greenleaf Row, London SW1P 1JH, UK
 Tel: +44 (0)20 7630 0500
 Email: info@darlingassociates.net
 Website: www.darlingassociates.net

PLANNING	Proposed Fifth Floor Plan
PROJECT	Bridge House
SCALE	1:200
DATE	16.02.19
REV	01
BY	ADT
DATE	16.02.19

GENERAL NOTES

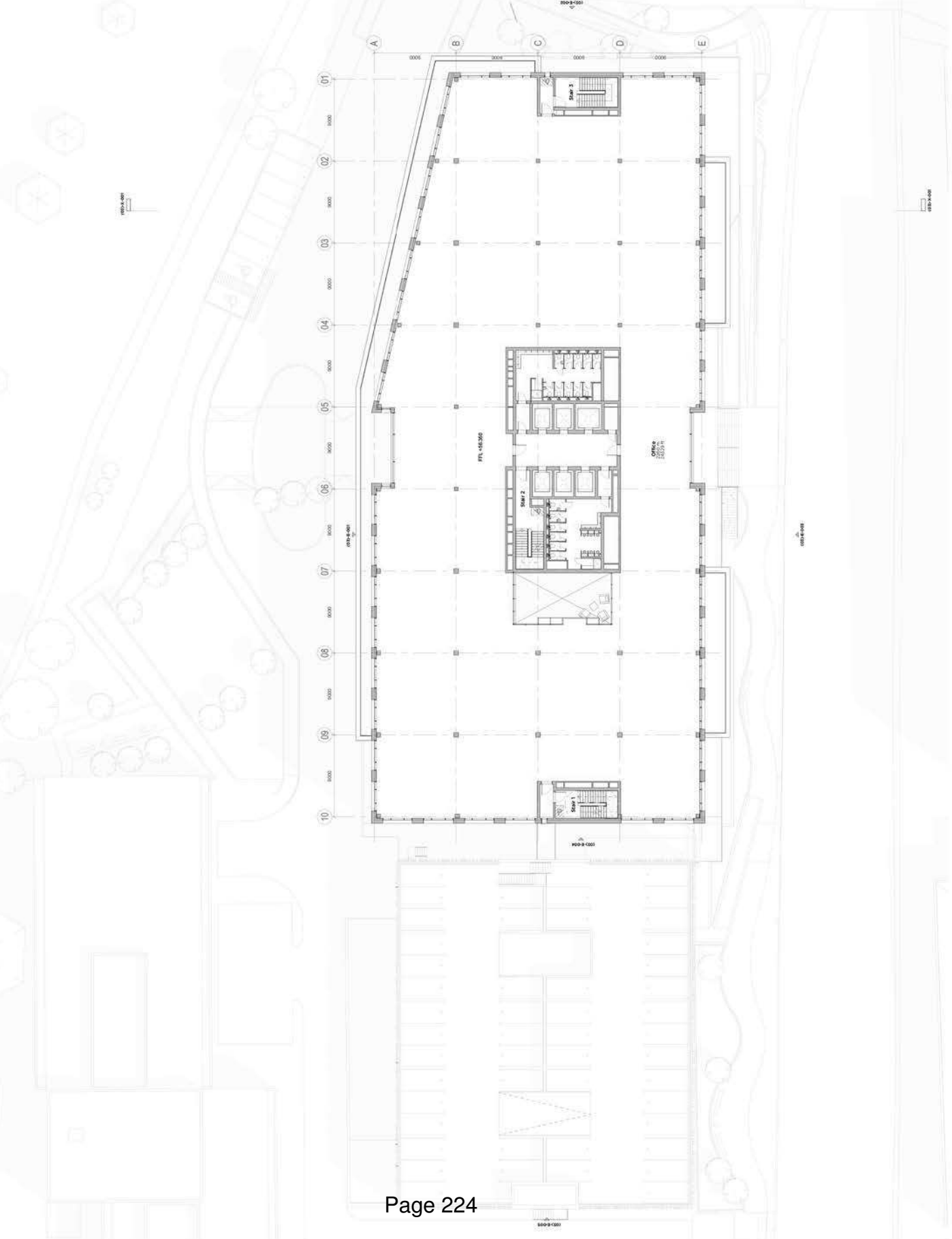
The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or otherwise used without the written consent of Darling Associates. All dimensions are given in millimetres unless otherwise stated. All works shall be in accordance with the current British Standards, BS 1192:2011, and the relevant Building Regulations and other statutory provisions. The drawing is intended to be used as a guide only and does not constitute a contract. It is the responsibility of the client to ensure that the drawing is used in accordance with its intended purpose. The drawing is the property of Darling Associates. This drawing may incorporate information from other drawings and shall be read in conjunction with them. The drawing is for information only and does not constitute a contract. It is the responsibility of the client to ensure that the drawing is used in accordance with its intended purpose. The drawing is the property of Darling Associates.

Drawings, specifications and schedules are to be read in conjunction with the following documents: Contract Documents, Client's Brief, Design Statement, Planning Permission, Building Regulations, Building Control, and other relevant documents. All works shall be in accordance with the current British Standards, BS 1192:2011, and the relevant Building Regulations and other statutory provisions. The drawing is intended to be used as a guide only and does not constitute a contract. It is the responsibility of the client to ensure that the drawing is used in accordance with its intended purpose. The drawing is the property of Darling Associates.

KEY PLAN



NOTES



0 10000 20000 30000
 1:500
 PL2 Landscape Architecture 16/02/19 J.B. DM
 REV. NOTES DATE BY AUTH

DARLING ASSOCIATES ARCHITECTS

1 Greencoat Row, Mill@darlingassociates.net
 London SW1P 1DH www.darlingassociates.net
 UK +44 (0) 20 7630 0500

PLANNING

Proposed Sixth Floor Plan
 PROJECT: Bridge House
 SCALE: A3
 1:200
 DRAWING NO: 13035 (03)-P-006
 REV: PL.2
 C. Darling Associates Ltd.

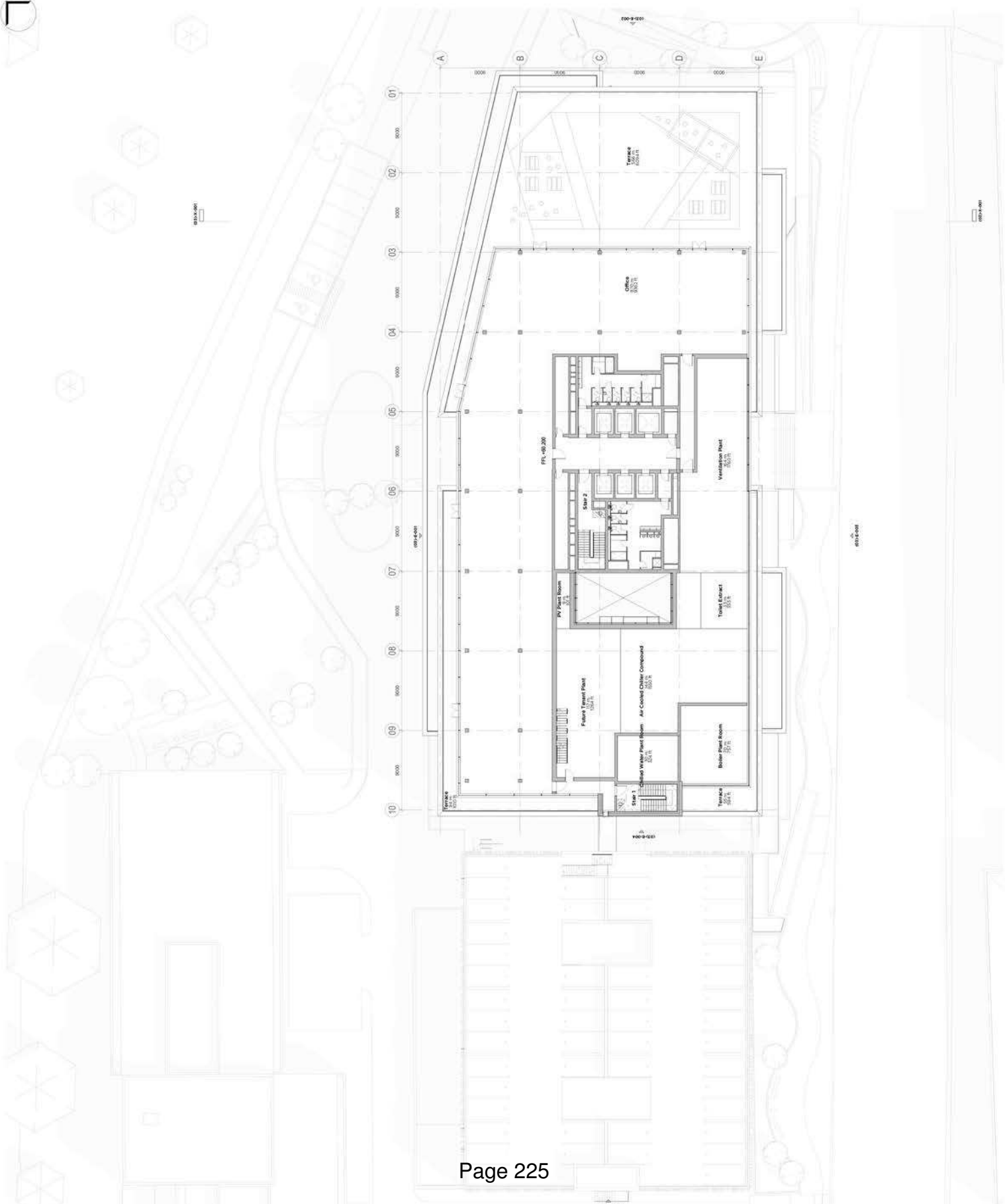


GENERAL NOTES:
 The drawing is copyright of Darling Associates. This drawing shall not be copied, altered, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All works shall be to the satisfaction of the relevant authorities and shall comply with all applicable laws, regulations, codes of practice, and standards. This drawing is part of an application for planning permission and shall not be used for any other purpose without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and shall be read in conjunction with the relevant specifications and drawings. Any conditions and/or additional conditions required for approval shall be indicated on the drawing. The client shall be responsible for obtaining all necessary permissions and approvals from the relevant authorities. Darling Associates shall not be liable for any loss or damage, including consequential loss or damage, arising from the use of this drawing. Other applicable safety and construction requirements as approved by the Main Contractor. Other applicable safety and construction requirements as approved by the Main Contractor.

KEY PLAN



NOTES:



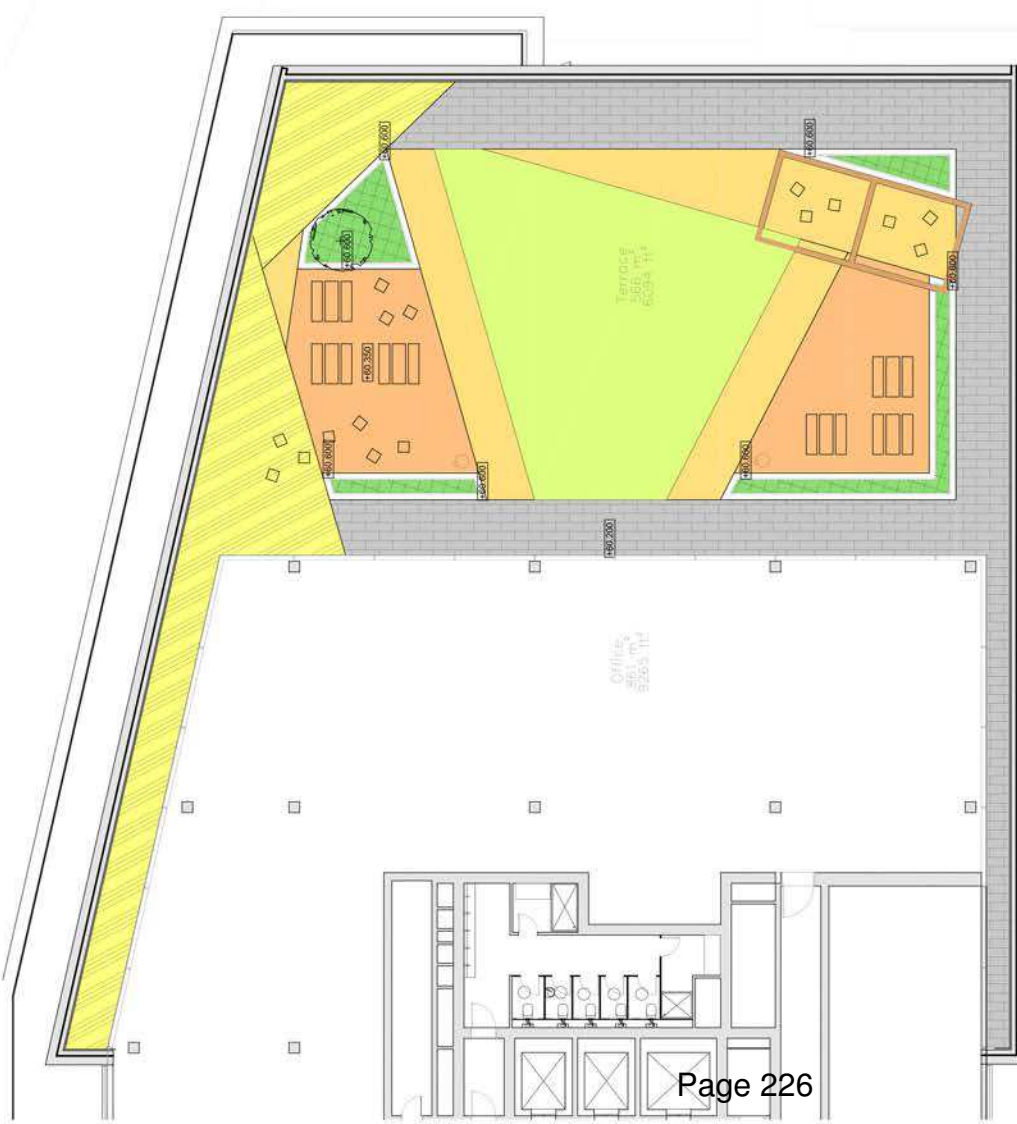
Scale: 1:200
 Date: 16.02.19
 Author: J.B. DM
 Project: LINDSAY AVENUE
 Revision: 01
 Date: 16.02.19
 Author: J.B. DM

DARLING ASSOCIATES ARCHITECTS
 1 Greencoat Row, London SW1P 1DH
 Tel: +44 (0)20 7630 0500
 Email: info@darlingassociates.net
 Website: www.darlingassociates.net

PLANNING
 TITLE: Proposed Seventh Floor Plan
 PROJECT: Bridge House
 SCALE: 1:200
 DRAWING NO: 13035
 DRAWING: (03)-P-007
 REV: PL.2
 C: Darling Associates Ltd.

PLANNING STRATEGY	NAME	FEATURE TREE PLANTING - FRONTAGE AREA	SPECIFICATION	DENSITY	SPACING	QUANTITY
	Amelanchier lamarkii	Small tree	Multistem 2.5-3m	n/a	as shown	
GENERAL LANDSCAPE MIXTURE						
LOW SHRUBS / GROUND COVER						
	Buxus sempervirens	Box	Planted as Hedge	7/5cm	300mm	
	Vincetoxicum sp.	Box	20-30cm, 3L	11/5cm	300mm	
	Alchemilla mollis	Bugle	15-20 dia 2L	7/5cm	300mm	
	Lawsonia tinctoria	Japanese Spurge	20-30cm, 3L	7/5cm	300mm	
	Sansevieria zeylanica	Sweet Box	20-30cm, 3L	7/5cm	300mm	
MEDIUM SIZE SHRUBS						
	Japanese Laurel	Japanese Laurel	40-60cm, 5L C. Bushy min. 4 ltrks	5/5cm	450mm	
	Smilax	Smilax bush	40-60cm, 5L C. Bushy min. 4 ltrks	5/5cm	450mm	
	Japanese Anemone	Japanese Anemone	40-60cm, 5L C. Bushy min. 4 ltrks	5/5cm	450mm	
	Skimmia	Skimmia	40-60cm, 5L C. Bushy min. 4 ltrks	5/5cm	450mm	
	Spirea	Spirea	40-60cm, 5L C. Bushy min. 4 ltrks	5/5cm	450mm	
GRASSES						
	Carex	Sedge	15-20 dia 2L	5/5cm	450mm	
	Bouteloua	Tufted Hairgrass	30-40cm, 3L C	3/5cm	500mm	
	Deschampsia	Tufted Hairgrass	30-40cm, 3L C	3/5cm	500mm	
	Luzula	Stony Woodrush	15-20 dia 2L	3/5cm	450mm	
	Styria	Stony Woodrush	15-20 dia 2L	3/5cm	450mm	
	Styria	Stony Woodrush	15-20 dia 2L	3/5cm	450mm	
	Styria	Stony Woodrush	15-20 dia 2L	3/5cm	450mm	
FERNS						
	Dryopteris	Wood Fern	30-40cm, 5.7.5L C	3/5cm	500mm	
	Maleucococcum	Oxtail fern	40-60cm C, 3L	7/5cm	300mm	
	Dryopteris	Wood Fern	C, 5L full pot, fully rooted, healthy clump	4/5cm	450mm	
	Althya	Lady fern	C, 5L full pot, fully rooted, healthy clump	4/5cm	300mm	
HERBACEOUS PERENNIALS						
	Lilium	Lily turf	30-40cm, 3L full pot, fully rooted, healthy crowns	5/5cm	450mm	
	Lilium	Lily turf	30-40cm, 3L full pot, fully rooted, healthy crowns	5/5cm	450mm	
	Japanese Burnet	Japanese Burnet	2L C, full pot, fully rooted, healthy plant	9/5cm	400mm	
	Wood Stage	Wood Stage	15-20 dia 2L	11/5cm	300mm	
	Saxifraga	Saxifraga	15-20 dia 2L	11/5cm	300mm	
	Veronica	Argemone	15-20 dia 3L	7/5cm	400mm	

KEY: RB: Rootballed B: Bareroot 2L: 2 litre container C: Container Bkx: Baskets Framework Cn: Canes



GENERAL NOTES

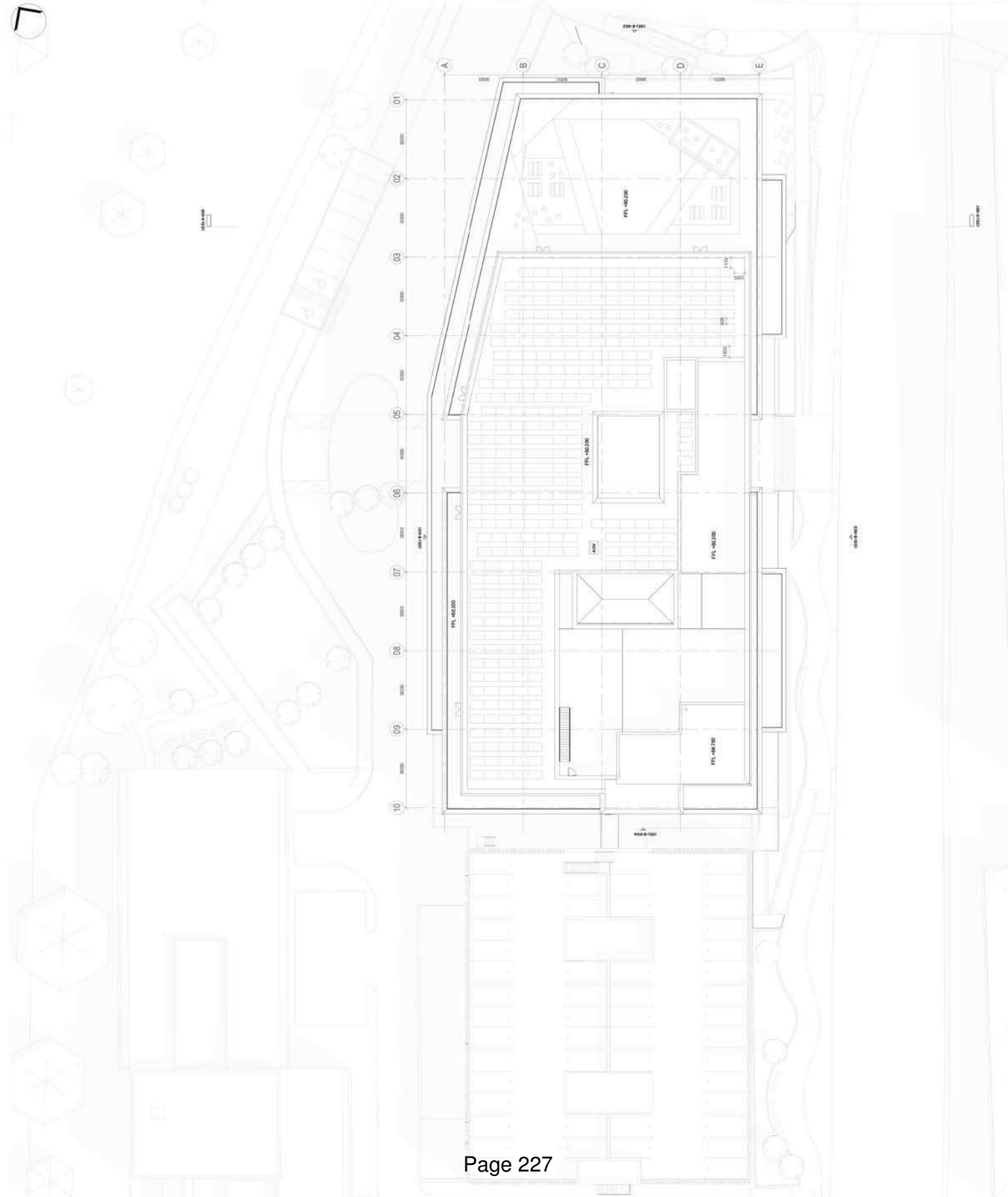
The drawing is copyright of Darling Associates. This drawing shall not be copied, altered, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All works shall be the sole and exclusive property of Darling Associates and shall remain the property of Darling Associates. No part of this drawing shall be used for any other purpose without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and shall be read in conjunction with them. Any modification or addition to this drawing shall be the responsibility of the client and shall be subject to the approval of Darling Associates. The drawing shall be read in conjunction with the following information:

Drawings, specifications and schedules are to be used in conjunction with the following information: Contract Documents, including but not limited to the following: Contract Agreement, Engineer's Certificate and specifications, Client's program, and specifications. Any modifications to the Contract Documents, including but not limited to the following: Contract Agreement, Engineer's Certificate and specifications, Client's program, and specifications, shall be approved by the Main Contractor. Other applicable safety and construction requirements as approved by the Main Contractor.

KEY PLAN



NOTES



0 100m 200m

 1:500

 PFL2 LINDSAY AVENUE 16.02.19 A.B. DM

 REV. NOTES DATE BY AUTH

DARLING ASSOCIATES ARCHITECTS

 1 Greencoat Row Email: info@darlingassociates.net

 London SW1P 1JH www.darlingassociates.net

 UK +44 (0) 20 7630 0500

DRAWING STYLE		SCALE N/A:
PLANNING		1 : 200
TITLE		1 : 400
Proposed Roof Plan		
PROJECT		
Bridge House		
SCALE N/A:	SCALE N/A:	
1 : 200	1 : 400	
439 NO:	DRAWING:	
13035	(03)-P-008	
REV:	PL2	
		C. Darling Associates Ltd.

The above is a conceptual illustration only. It is intended to provide a visual impression of the proposed design. It is not a final design and should not be used for construction purposes. The above is a conceptual illustration only. It is intended to provide a visual impression of the proposed design. It is not a final design and should not be used for construction purposes.



LEGEND

Paving Type 1 - Walkways
 Material: Textured Concrete Block (Manhasset)
 Colour: City Silver Grey
 Depth: 80mm
 Dimensions: 300x100mm

Paving Type 2 - General Landscape Paths
 Material: Resin Bound Gravel (Surrest)
 Colour: Norwegian Pine
 Depth: 18mm with associated build up suitable for pedestrian pavements

Paving Type 3 - General Landscape Paths
 Material: Resin Bound Gravel (Surrest)
 Colour: Staining
 Depth: 18mm with associated build up suitable for pedestrian pavements

Decked Seating Area
 Material: Composite Timber Deck - Eco-Deck
 Colour: Light Brown
 Dimensions: 4000(L)x135(W)x25(H)
 Finish: Grooved

Litter Bin
 Geo Litter Bin - Manhasset
 Stainless Steel Bin

Timber and steel picnic benches
 Shop table
 Factory Furniture

Concrete block seating
 450x450x450mm

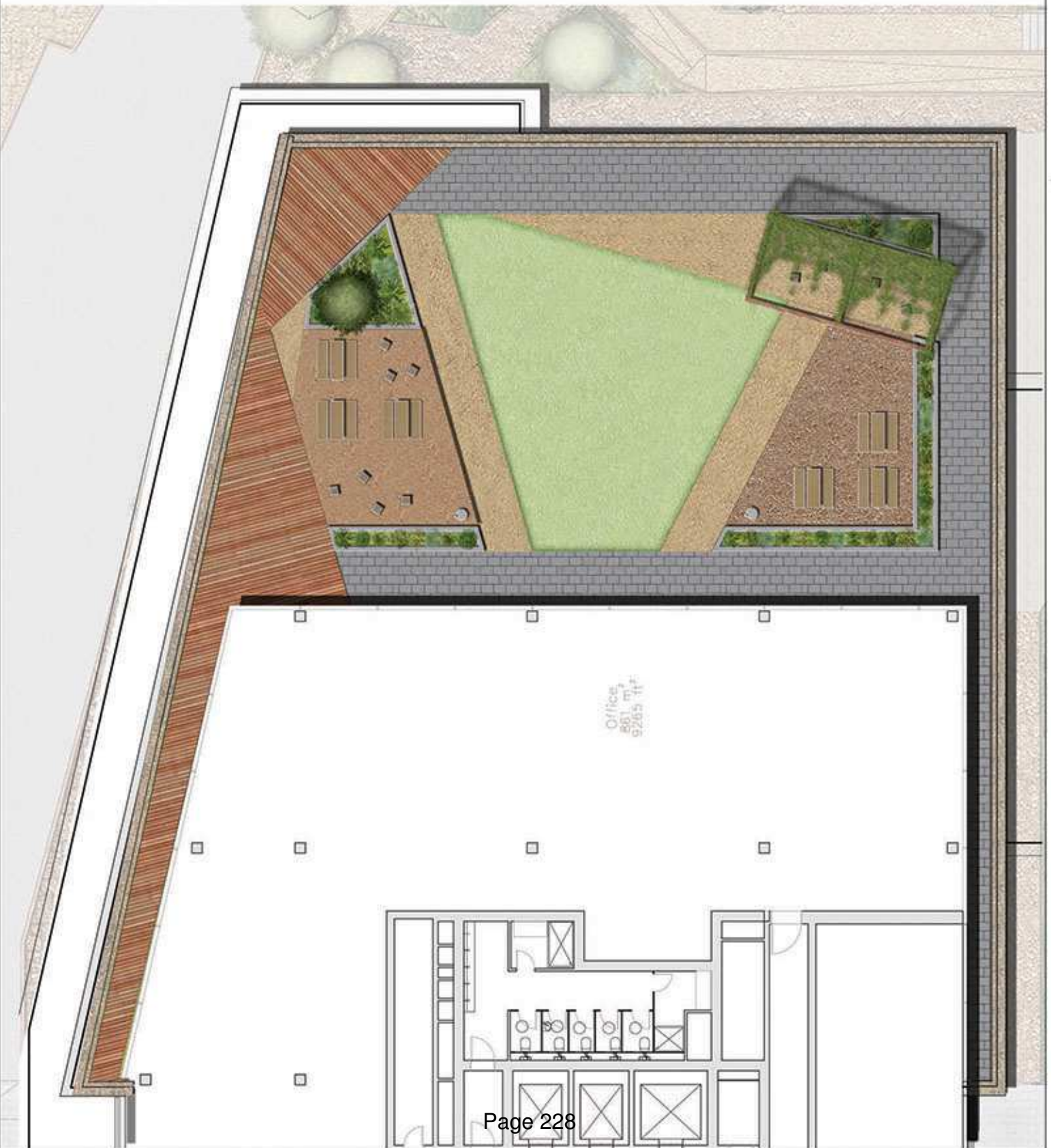
Proposed tree planting - Multistem Trees/Large Shrubs

General Landscape Shrub Planting
 - Refer to schedule for species

General Amenity lawn/Grass seeding

Proposed Levels

Timber Pergola



Scale: 1:100
 Date: Sept 2015
 Project: MA_3041_2000
 Drawing: LG
 Title: Level 7 Roof Terrace Illustrative Masterplan
 Client: Legal and General Bridge House Uxbridge
 Designer: M.A.C.F.A.S.S.A.S.S.O.C.S.
 Scale: 1:100@A2
 Date: Sept 2015
 Project: MA_3041_2000
 Drawing: LG

GENERAL NOTES:

The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All works shall remain the property of Darling Associates and shall not be used for any other purpose without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and specifications. The drawing shall not be used for any other purpose without the prior written permission of Darling Associates. Any conditions and/or additions to the drawing shall be indicated by a separate sheet of drawings. All conditions and/or additions to the drawing shall be indicated by a separate sheet of drawings.

Drawings, specifications and schedules are to be used in conjunction with the following: Engineer's drawings and specifications, Civil Engineer's drawings and specifications, Surveyor's drawings and specifications, and any other drawings and specifications. All drawings are approved by the Main Contractor. Other approvals may be subject to requirements as approved by the Main Contractor.

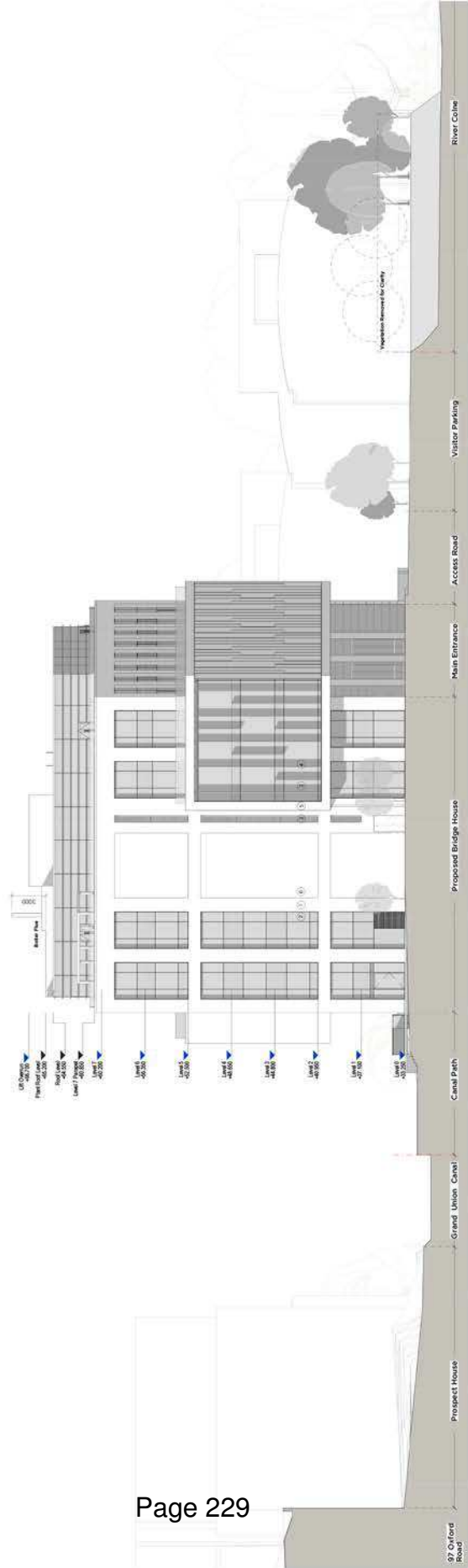
KEY PLAN



NOTES:

Material Key:

- 1 London Yellow Multi-Block Brick
- 2 SG Coating System
- 3 Timber Weatherboard Panels
- 4 Timber Fills
- 5 Bricks - Redwood Panel Cladding
- 6 Natural Brickwork Panel
- 7 Loose Panels
- 8 Glass Walkway



REV	NOTES	DATE	BY	APP'D
PL2	London Yellow	16/02/19	JLB	DM

DARLING ASSOCIATES ARCHITECTS
 1 Greencoat Row
 London SW1P 1GH
 UK
 Tel: +44 (0) 20 7630 0500
 Email: info@darlingassociates.net
 www.darlingassociates.net

PLANNING	
TITLE	Proposed North Elevation
PROJECT	Bridge House
SCALE AT A3	1:200
SCALE AT A2	1:400
JOB NO.	13035
DRAWING	(03)LE-002
REV.	PL2
© Darling Associates Ltd.	

GENERAL NOTES:

The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All works shall be done in accordance with the current Building Regulations and all other applicable standards, specifications and codes of practice. If the drawing forms part of an application for planning permission, it shall be used in accordance with the conditions of any planning permission granted by Darling Associates. This drawing may incorporate information from other drawings and shall be used in accordance with the conditions of any planning permission granted by Darling Associates. Any condition and/or addition to the drawing shall be indicated by a note and shall be subject to the approval of Darling Associates.

Drawings, specifications and schedules are to be used in conjunction with the following: Darling Associates' drawings and specifications, and the drawings and specifications of the relevant building materials and products. All drawings and specifications shall be approved by the Main Contractor. Other specialist safety sub-contractors' requirements as approved by the Main Contractor.

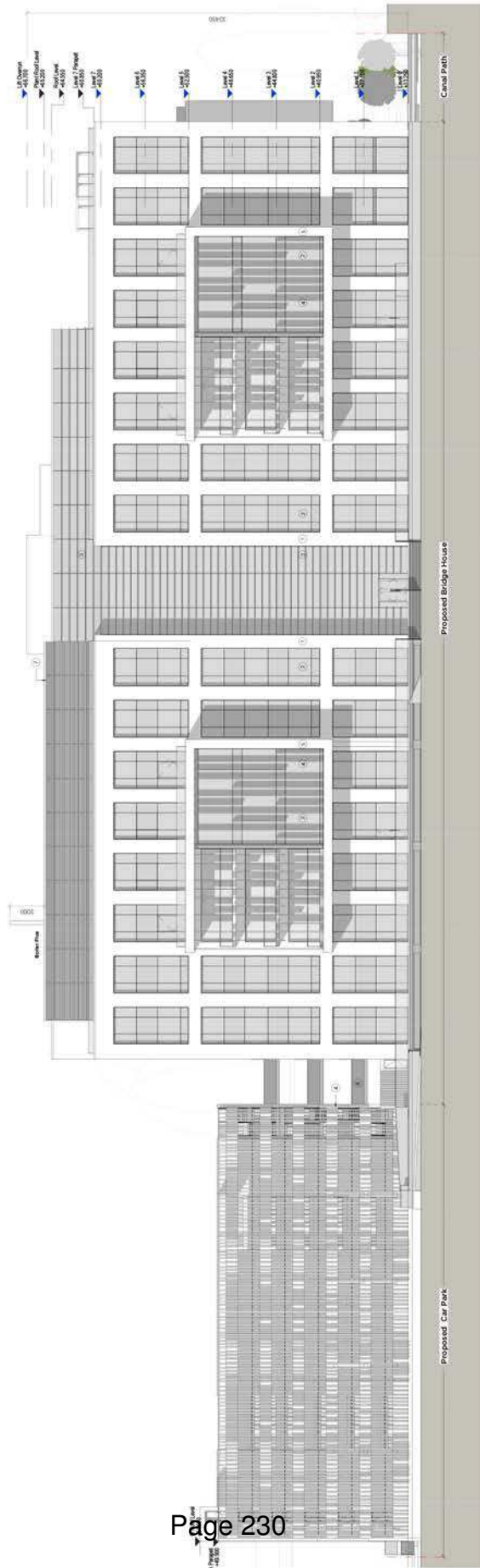
KEY PLAN



NOTES:

Material Key:

- 1 London Yellow Multi-Stock Brick
- 2 SG Cladding System
- 3 Timber Ventilation Panels
- 4 Timber Fins
- 5 Bronze Anodised High Cladding
- 6 Feature Brickwork Panel
- 7 Limestone Panels
- 8 Glass Walkway



PL2	Landmark Architecture	16/02/19	JLB	OM
REV	NOTES	DATE	BY	AUTH

DARLING ASSOCIATES ARCHITECTS
 1 Greencoat Row
 London SW1P 1JH
 UK
 Email: info@darlingassociates.net
 www.darlingassociates.net
 +44 (0) 20 7630 0500

PLANNING	
TITLE	Proposed East Elevation
PROJECT	Bridge House
SCALE 1:AS	SCALE 1:AS
SCALE 1:200	SCALE 1:400
DRAWING NO.	13035
REV.	PL2
© Darling Associates Ltd.	

GENERAL NOTES:

The drawing is copyright of Darling Associates. This drawing shall not be copied, altered, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. This drawing is intended for use as a guide only and does not constitute a contract. It is the responsibility of the client to ensure that the drawing is used in accordance with the relevant building regulations and other applicable laws. Darling Associates shall not be liable for any loss or damage, including consequential loss or damage, arising from the use of this drawing. The drawing is provided on the understanding that the client will ensure that the drawing is used in accordance with the relevant building regulations and other applicable laws. Darling Associates shall not be liable for any loss or damage, including consequential loss or damage, arising from the use of this drawing.

Drawings, specifications and schedules are to be used in conjunction with the following: Building Regulations, Approved Documents, and applicable Building Regulations. The drawings are prepared in accordance with the relevant building regulations and other applicable laws. Darling Associates shall not be liable for any loss or damage, including consequential loss or damage, arising from the use of this drawing.

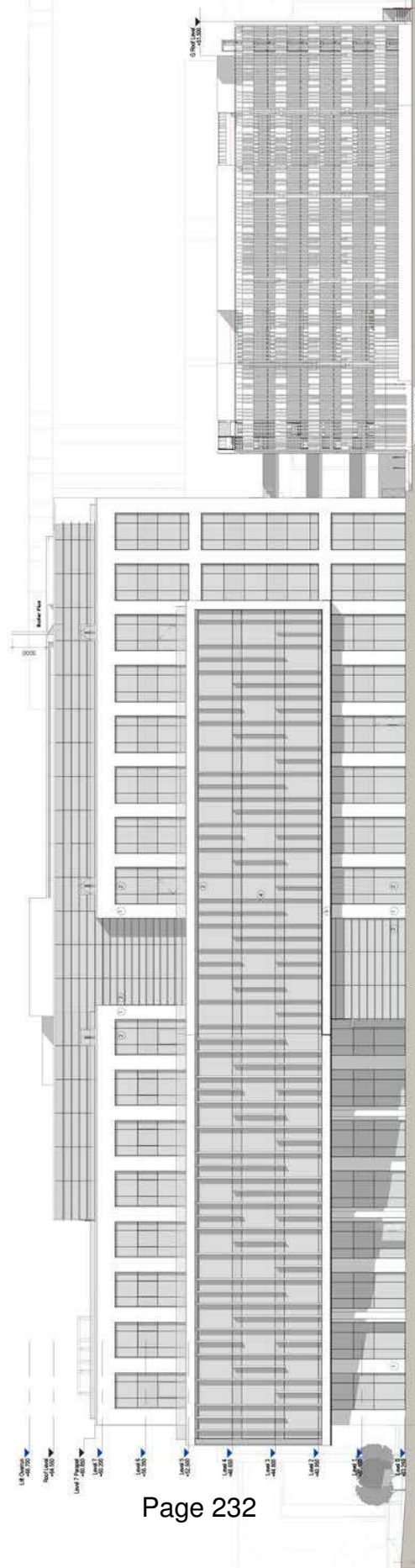
KEY PLAN



NOTES:

Material Key:

- 1 London Yellow Multi-Block Brick
- 2 SG Cladding System
- 3 Timber Ventilation Brick
- 4 Timber Fin
- 5 Bronze Anodised Metal Cladding
- 6 Feature Brickwork Panel
- 7 Louvre Panels
- 8 Glass Walkway



PL2	Linthouse Atrium	16/02/19	AJB	OM
REV	NOTES	DATE	BY	AUTH

DARLING ASSOCIATES ARCHITECTS
 1 Greencoat Row
 London SW1P 1DH
 www.darlingassociates.net
 +44 (0) 20 7630 0500

PLANNING	
TITLE	Proposed West Elevation
PROJECT	Bridge House
SCALE 1st	SCALE AT A3
1:200	1:400
JOB NO.	DRAWING
130335	(03)-E-001
REV.	PL2
© Darling Associates Ltd.	

GENERAL NOTES:

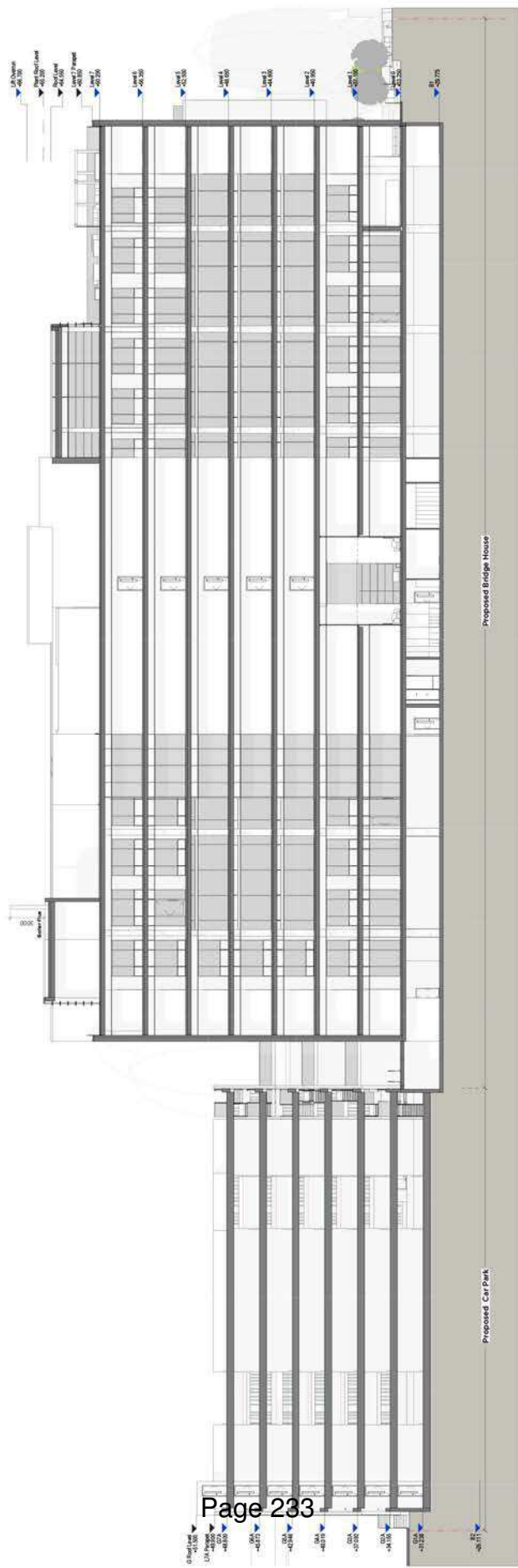
The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All works shall be to the satisfaction of Darling Associates and shall conform to the current British Standard specifications and codes of practice. If the drawing forms part of an application for planning permission, it shall be used in accordance with the conditions of that application. No liability is accepted by Darling Associates for any loss or damage, including consequential loss, arising from the use of this drawing for any purpose other than that for which it was prepared. Any modification or addition to the drawing shall be the responsibility of the client.

Drawings, specifications and schedules are to be read in conjunction with the following: Engineering drawings and specifications, Civil Engineering drawings and specifications, Surveying drawings and specifications, and other documents approved by the Main Contractor. Other specialist safety, subcontractor requirements as approved by the Main Contractor.

KEY PLAN



NOTES:



PL2	Landmark Avenue	16/02/19	JLB	OM
REV	NOTES	DATE	BY	AUTH

DARLING ASSOCIATES ARCHITECTS
 1 Greencoat Row
 London SW1P 1DH
 UK
 Email: info@darlingassociates.net
 www.darlingassociates.net
 +44 (0) 20 7630 0500

PLANNING	
TITLE	Proposed Section
PROJECT	Bridge House
SCALE AT A2	1 : 200
SCALE AT A3	1 : 400
DWG NO.	13035
DRAWING	(03)-X-002
REV.	PL2
© Darling Associates Ltd.	

GENERAL NOTES:

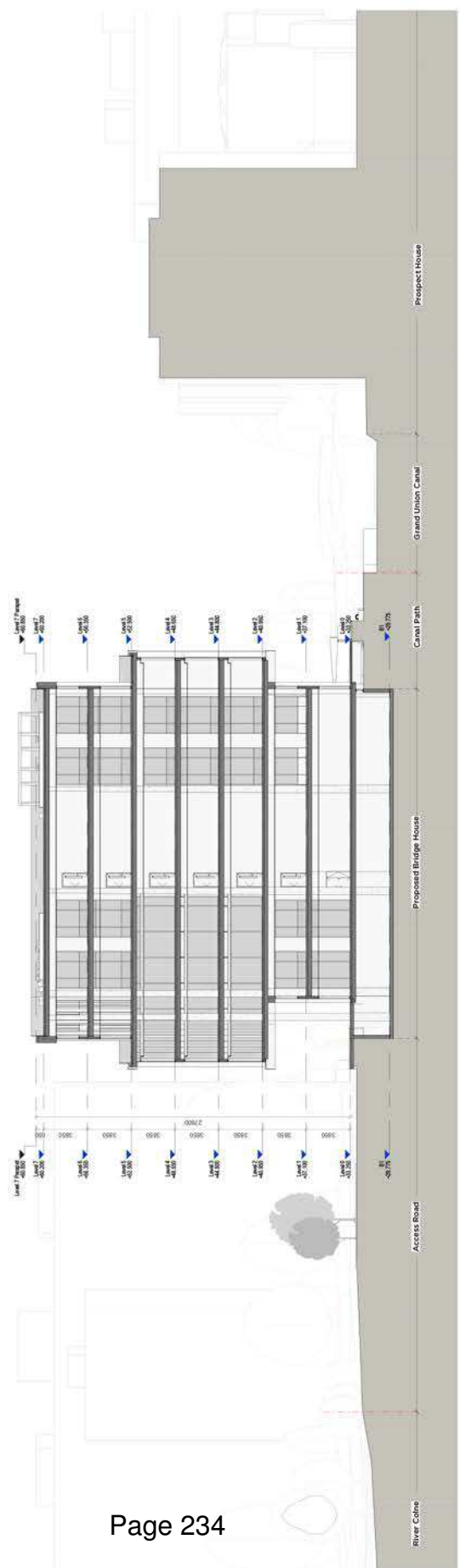
The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All works shall be the sole responsibility of Darling Associates and shall not be used for any other purpose without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and shall be read in conjunction with the relevant specifications and drawings. Any modification and/or addition to the drawing shall be made by a separate drawing and shall be clearly identified as such. The drawing shall be read in conjunction with the relevant specifications and drawings. Any modification and/or addition to the drawing shall be made by a separate drawing and shall be clearly identified as such.

Drawings, specifications and schedules are to be read in conjunction with the following: The Client's Brief, the Client's Requirements, the Client's Specifications, the Client's Schedule of Materials, the Client's Schedule of Work, the Client's Schedule of Values, the Client's Schedule of Payments, the Client's Schedule of Completion, the Client's Schedule of Handover, the Client's Schedule of Possession, the Client's Schedule of Occupation, the Client's Schedule of Use, the Client's Schedule of Maintenance, the Client's Schedule of Repairs, the Client's Schedule of Replacement, the Client's Schedule of Disposal, the Client's Schedule of Decommissioning, the Client's Schedule of Demolition, the Client's Schedule of Construction, the Client's Schedule of Completion, the Client's Schedule of Handover, the Client's Schedule of Possession, the Client's Schedule of Occupation, the Client's Schedule of Use, the Client's Schedule of Maintenance, the Client's Schedule of Repairs, the Client's Schedule of Replacement, the Client's Schedule of Disposal, the Client's Schedule of Decommissioning, the Client's Schedule of Demolition.

KEY PLAN

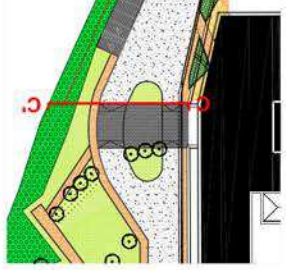
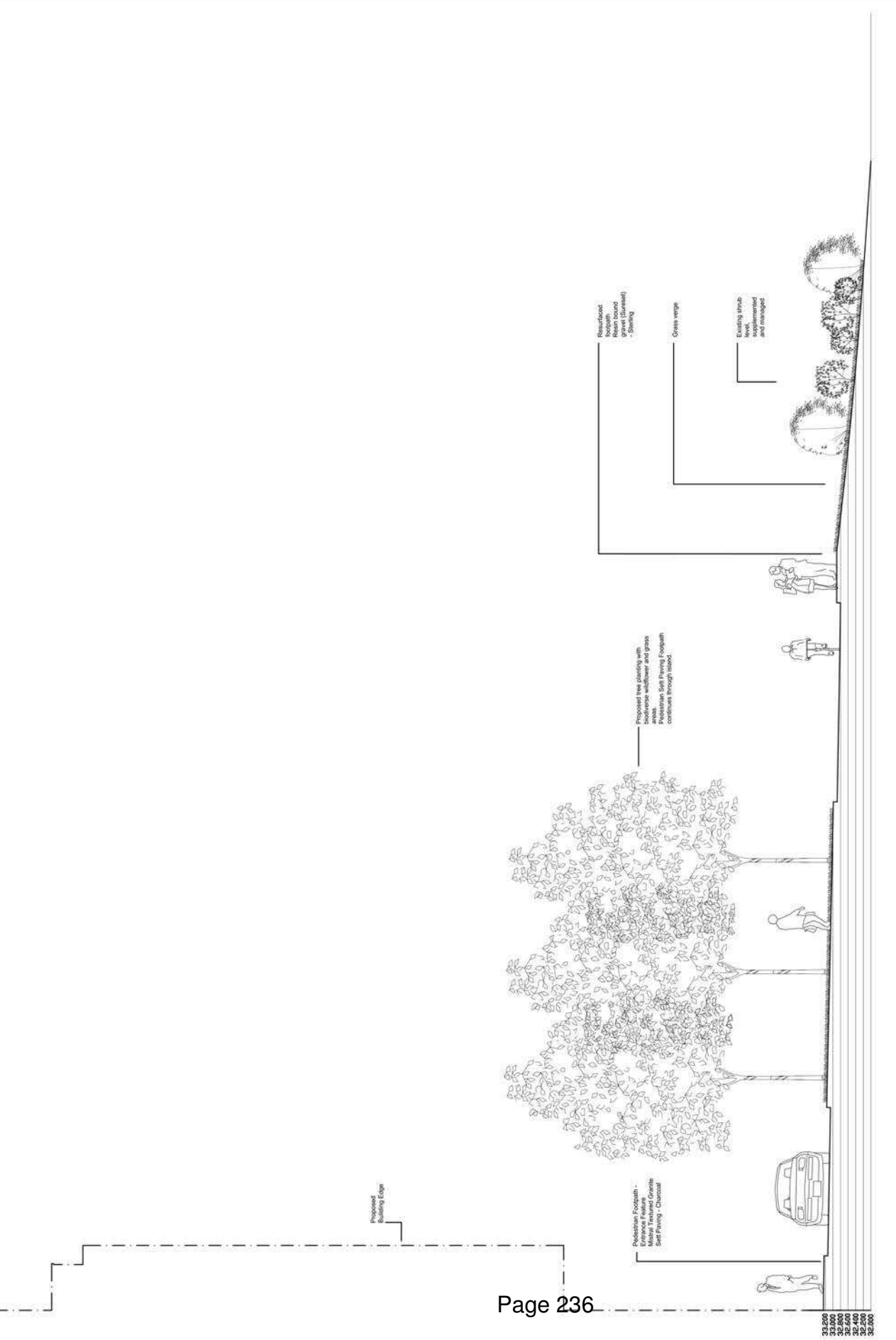


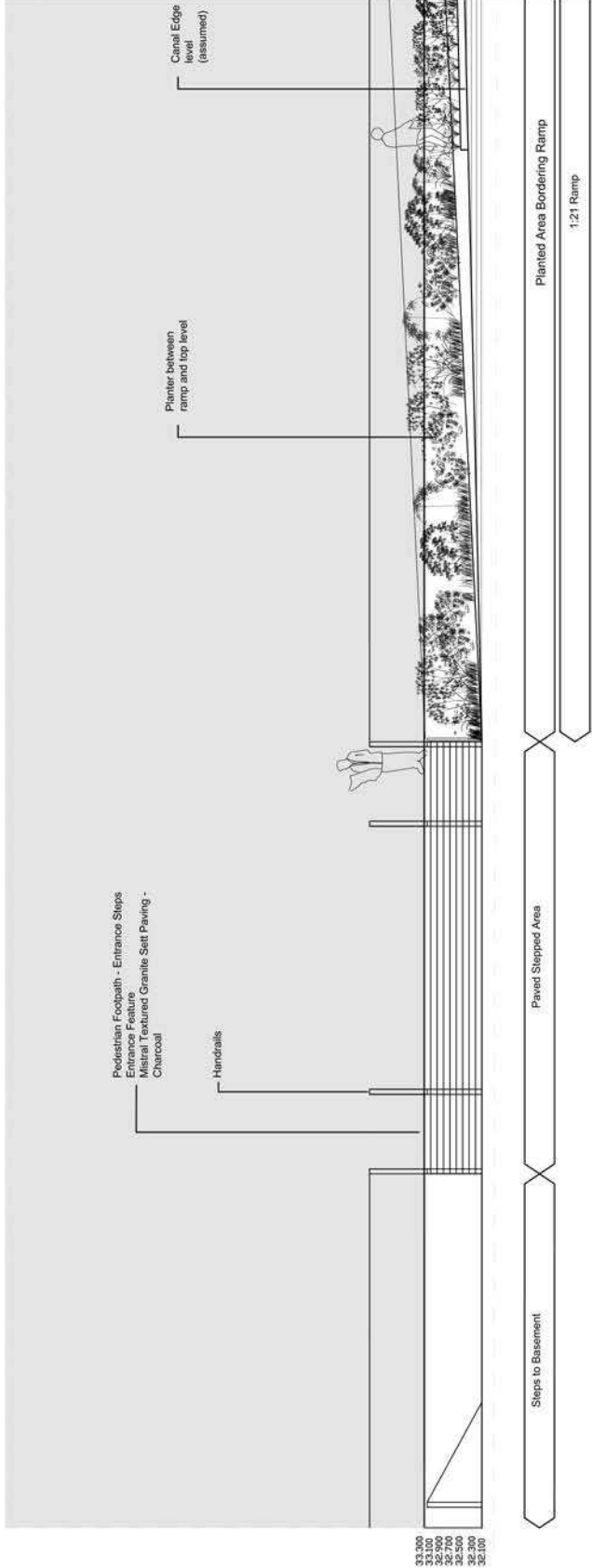
NOTES:



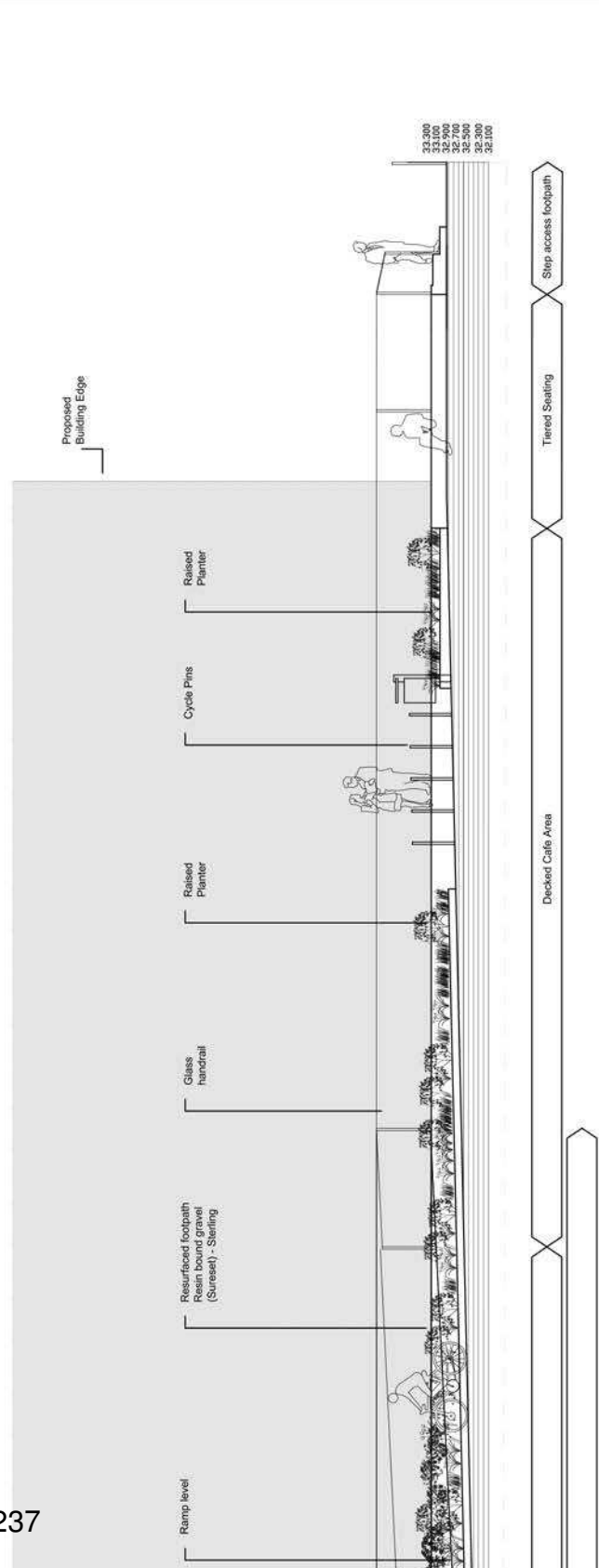
DARLING ASSOCIATES ARCHITECTS
 1 Greencoat Row, London SW1P 1JH, UK
 Email: info@darlingassociates.net
 www.darlingassociates.net
 +44 (0) 20 7630 0500

REVISIONS	
REV	DATE
PL2	10/02/19
PLANNING	
Proposed Site Section	
Project: Bridge House	
SCALE AT A2:	1:200
SCALE AT A3:	1:400
DRWING NO:	13035
DRWING:	(03)-X-001
REV:	PL2
© Darling Associates Ltd.	



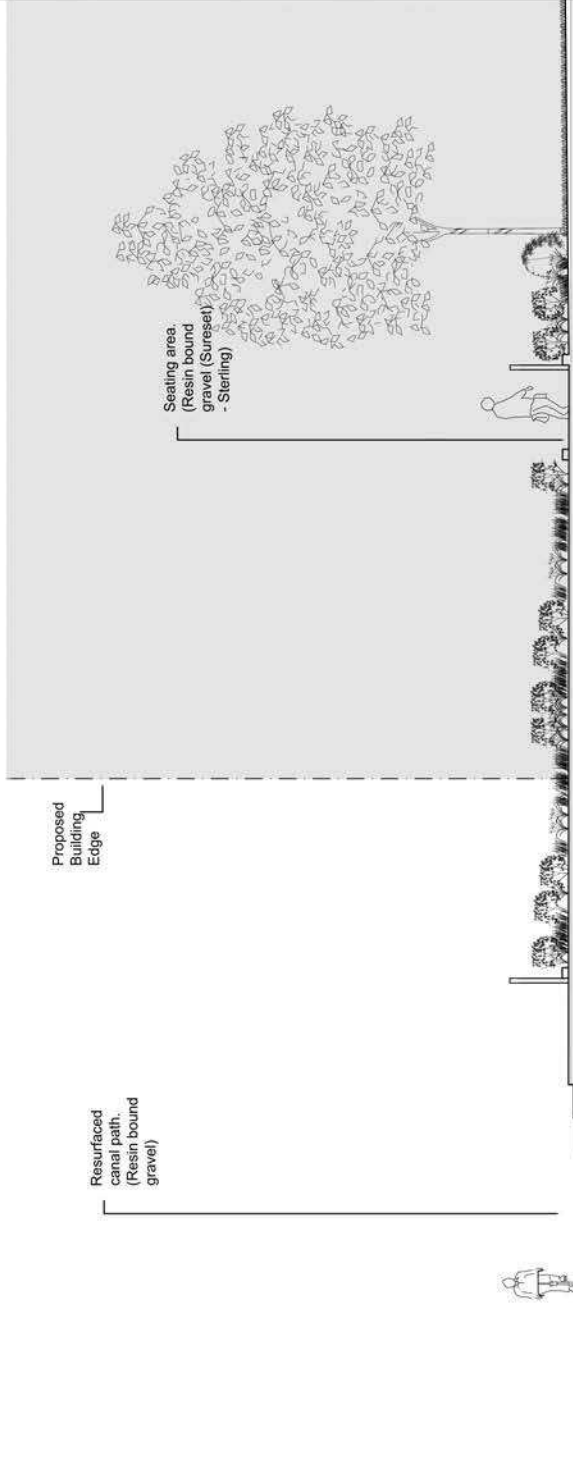


33,200
33,100
32,700
32,500
32,300
32,100

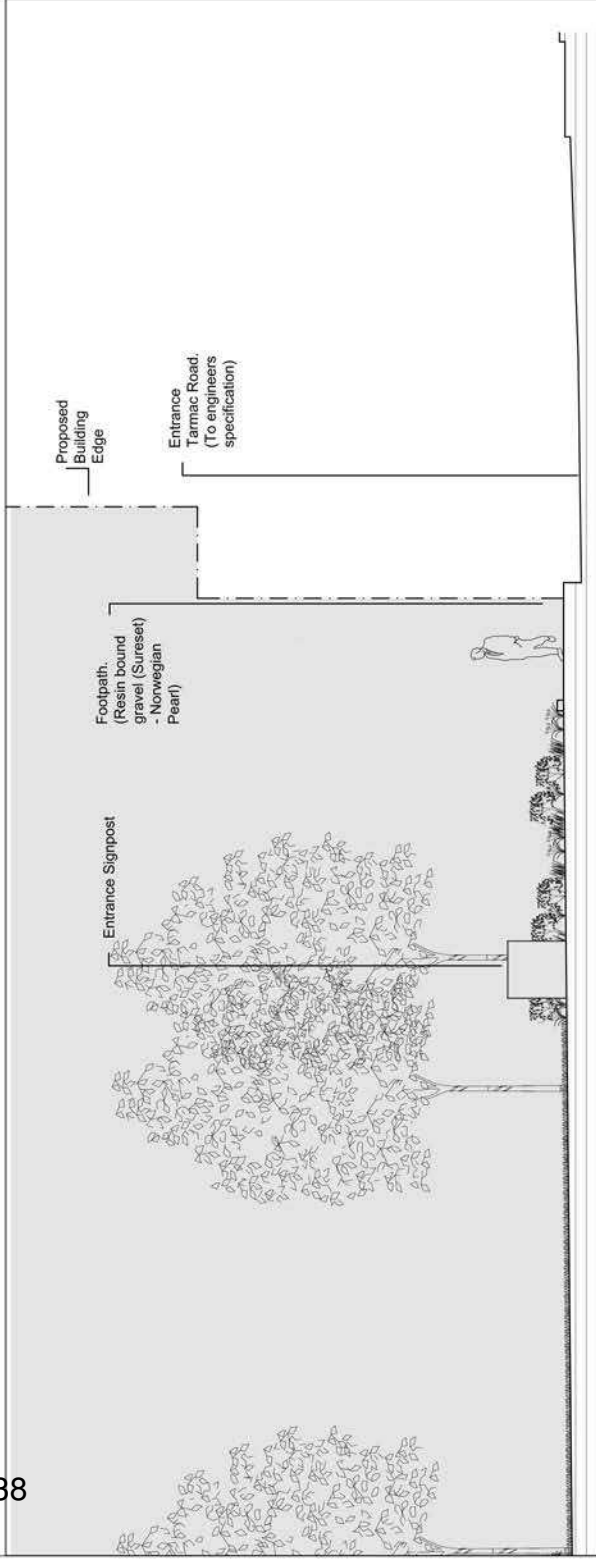


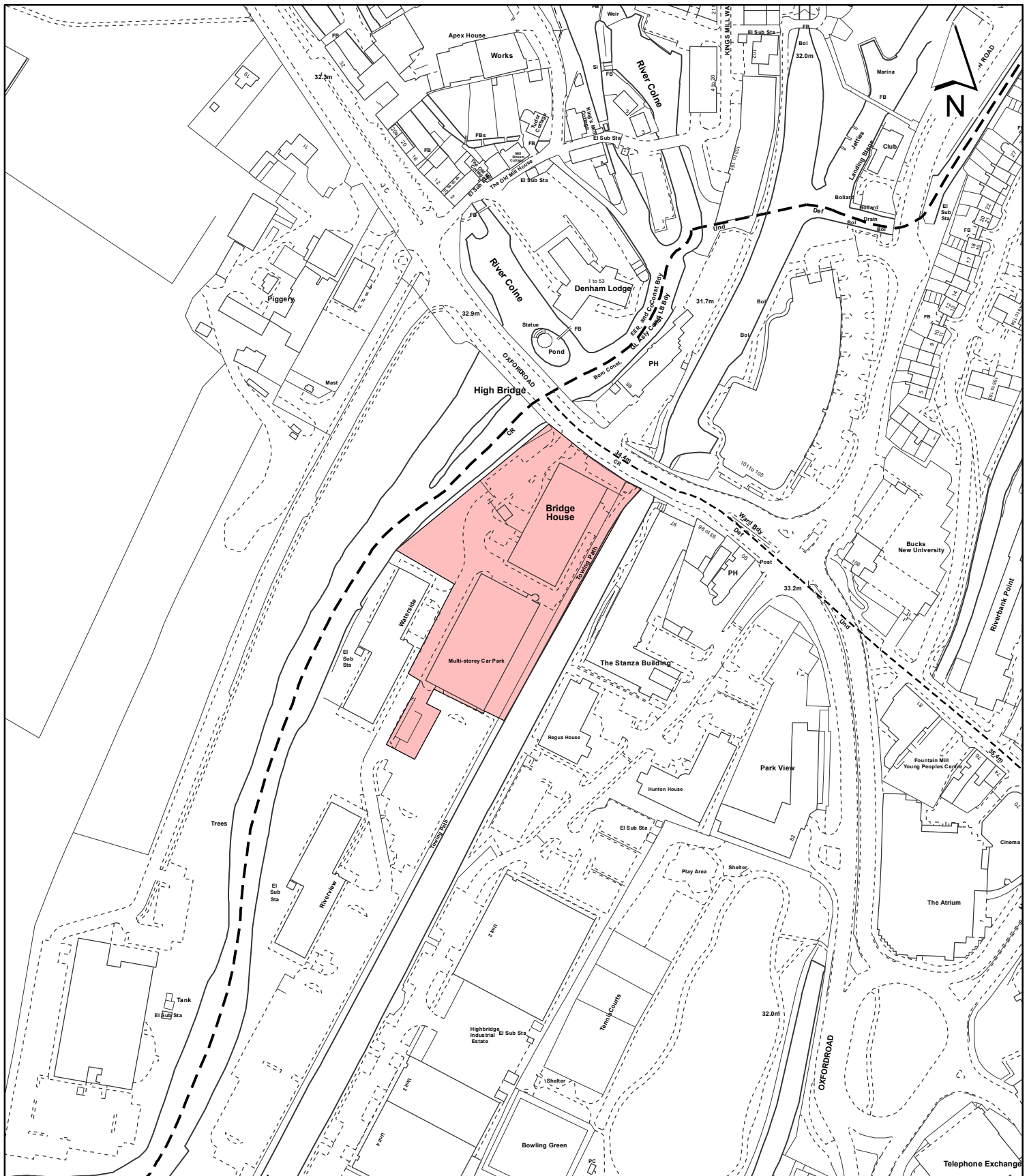
33,200
33,100
32,700
32,500
32,300
32,100





34,000
33,800
33,600
33,400
33,200
33,000
32,800





Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Bridge House
Uxbridge**

**LONDON BOROUGH
OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
40050/APP/2016/852

Scale:
1:2,500

Planning Committee:
Major Page 239

Date:
December 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address STOCKLEY PARK PHASE 3 IRON BRIDGE ROAD WEST DRAYTON

Development: Land formation, landscaping, fencing and provision of ancillary footpaths and bridleways together with ancillary works to the offsite land parcels associated with the approved development at Phase 3 Stockley Park (Planning permission ref. 37977/APP/2015/1004 dated 14/12/2014).

LBH Ref Nos: 37977/APP/2016/2263

Date Plans Received: 09/06/2016
Date Application Valid: 14/06/2016

Date(s) of Amendment(s): 09/06/2016

NOTES



REV B Tree species shown & additional detail added to key
 REV A Drawing status updated to 'Planning'
 REV NOTE DATE AUTH
 23-02-16 DLDB
 12-05-15 MAB
 DATE AUTH

BCA **BARRY CHINN** a s s o c i a t e s
 Landscape Architects

PROLOGIS™

CLIENT

PROJECT
**PROLOGIS PARK,
 WEST LONDON**

DRAWING
**S106 - LAND PARCEL B1
 ILLUSTRATIVE LANDSCAPE
 STRATEGY**

CONTRACT 1469/14
 DATE: January 2015 DRAWN MAB
 ISSUE: Planning CHECKED: BRC
 SCALE: 1:500 ORG SHEET: A2
 CAD FILE: 1469/14-06.dwg

DRG NO: **06**
 REV: **B**

Barry Chinn Associates Limited - Herby Road, Duggers Bridge, Southam, Warwickshire CV47 2SZ
 T +44 (0)1926 614631 F +44 (0)1926 614433 E info@barrychinn.com W www.barrychinn.com

KEY

EXISTING TREES AND HEDGEROWS TO BE RETAINED AND MANAGED
 (Approximate tree locations shown indicatively)

HEAVY STANDARD TREES
 (Tree pit size: 1000x1000x750mm backfilled with topsoil)
 12-14cm stem girth
 3.5-4.25m height
 Root wrapped stem
 (Refer to BCA 1469/14-76 for details)

TP *Tilia platyphyllos*

(Select similar species of Lime to those along avenue within adjacent space off NE boundary)

FEATHERED TREES
 2.1-2.4m height
 6-8cm stem girth
 Well furnished with lateral shoots to the base

Ac	Acer campestre
Ag	Alnus glutinosa
Bp	Betula pendula
Sc	Salix caprea

PROPOSED THICKET MIX PLANTING
 (300mm depth of topsoil)
 Where thicket is planted next to a hard surface/kerb/fence, it should be positioned 1m from the edge.

%	Species	Common Name	Supply Size
20%	Acer campestre + Corylus avellana #	Fruit Maple	400-600mm 1+1 OG
30%	Hedera helix #	Hedera	400-600mm 1+1 OG
10%	Fragaria vulgaria #	Alder buckthorn	600-800mm 1+1 B
10%	Ligustrum vulgare #	Privet	400-600mm 1+1 OG
5%	Prunus spinosa #	Blackthorn	400-600mm 1+1 OG
10%	Salix caprea #	Goat Willow	400-600mm 1+1 OG

PROPOSED ECOLOGICAL GRASSLAND AREAS
 (200mm depth subsoil)
 ESG2 - Fine Grassland Mixture sown at 2g/m2. Supplied by Emosgate Seeds

PROPOSED WILDFLOWER AREAS
 (200mm depth subsoil)
 EWTF - Wild flowers for woodland sown at 1.5g/m2. Supplied by Emosgate Seeds

PROPOSED AMENITY GRASS AREAS
 (150mm depth of topsoil)
 Grass seed (DLF Trifolium Pro Master 120 Slowgrowth) sown at 35-50g/m2.

PROPOSED 0.5m High RABBIT PROOF FENCING
 To include a 1.2m wide timber pedestrian access gate where shown. Fencing located around native thicket planting. (Refer to BCA 1469/14-78 for details)

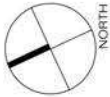
EXISTING PERIMETER FENCE TO BE RETAINED
 To be made good where necessary.

PROPOSED TIMBER POST AND 3 RAIL FENCE FENCING
 (Refer to BCA 1469/14-77 for details)

PROPOSED PEDESTRIAN FOOTPATH
 2m wide, hoggan surface finish with timber edging. (Refer to BCA 1469/14-75 inset 03 for detail)

PROPOSED PEDESTRIAN/CYCLIST ACCESS POINT WITH MOTORCYCLE DETERRENT
 (Refer to BCA 1469/14-79 for details)

NOTE
 Species marked # to be fitted with 600mm high x 200mm diameter rabbit guards.
 Species marked + to be fitted with 600mm high x 90mm diameter rabbit guards.
 Berry carrying species marked 'B'.
 Where species are indicated that produce berries, they are to make up no more than 8% of the total soft landscape area and be planted in scattered groups amongst other planting.



PROPOSED PEDESTRIAN FOOTPATH
2m wide, hoggin surface finish with timber edging
(Refer to BCA 1469/14-73 inset 03 for details)



PROPOSED 1.8m HIGH CLOSE BOARD FENCE
(Refer to BCA 1469/14-74 for details)
To include matching pedestrian gates into adjacent rear gardens.



PROPOSED AMENITY GRASS AREAS
(150mm depth of topsoil)
Grass seed (DLF Tribolium Pro Master 120 Slowgrowth), sown at 35-50g/m².



PROPOSED TIMBER POST AND 3 RAIL FENCE PADDOCK FENCING
To include a 1.2m wide timber pedestrian access gate where shown.
Maintenance access where necessary.
(Refer to BCA 1469/14-72 for details)



ECOLOGICAL FEATURES
(all in accordance with Ecology Solutions recommendations)

- 1. No. Schwieger 1FF Bat Box With Built-in Wooden Rear Panel
- 2. No. Schwieger 1B woodcrete nest box (exact locations and heights to be agreed with the project ecologist)

NOTES

NOTE
Species marked # to be fitted with 600mm high x 200mm diameter rabbit guards.
Species marked * to be fitted with 600mm high x 90mm diameter rabbit guards.
Berry carrying species marked 'B'.

Where species are indicated that produce berries, they are to make up no more than 5% of the total soft landscape area and be planted in scattered groups amongst other planting.

PROPOSED THICKET MIX PLANTING
(300mm depth of topsoil)

Where thickets is planted next to a hard surface/kerb/fence, it should be positioned 1m from the edge.

% Species	Common Name	Supply Size
30%	Fraxinoastro #	400-500mm
20%	Corylus avellana #	400-500mm
20%	Crataegus monogyna #	400-500mm
20%	Frangula alnus #	400-500mm
15%	Salix caprea #	400-500mm
5%	Ulex europaeus #	400-500mm

PROPOSED WILDFLOWER AREAS
(200mm depth subsoil)

EWTF - Wild flowers for woodland sown at 1.5g/m²
Supplied by Emosgate Seeds

PROPOSED ECOLOGICAL GRASSLAND AREAS
(150mm depth of topsoil)

ESG2 - Fine Grassland Mixture sown at 2g/m²
Supplied by Emosgate Seeds

EXISTING TREES AND HEDGEROWS TO BE RETAINED AND MANAGED.

HEAVY STANDARD TREES
(Tree pit size: 1000x1000x750mm backfilled with topsoil)
12-14cm stem girth
3.3-4.25m height
Root wrapped stem

- Bp Betula pendula
- Fs Fagus sylvatica
- Cb Carpinus betulus
- Ps Pinus sylvestris
- Tc Tilia cordata
- Tp Tilia platyphyllos

FEATHERED TREES
6-8cm stem girth

Wall furnished with lateral shoots to the base

- Ac Acer campestre
- Ag Alnus glutinosa
- Bp Betula pendula
- Sc Salix caprea

REV D Tree species shown & additional detail added to key 04.03.16 DLCS
REV C Ecological features added to drawing key 19.06.15 MAB
REV B Drawing status updated to Planning 12.03.15 MAB
REV A Minor amendment to the site works layout 25.03.15 MAB
DATE: AUTH

BCA **BARRY CHINN** **associates**
Landscape Architects

PROLOGIS
CLIENT

PROJECT
**PROLOGIS PARK,
WEST LONDON**

DRAWING
**S106 - LAND PARCEL B2
ILLUSTRATIVE LANDSCAPE
STRATEGY**

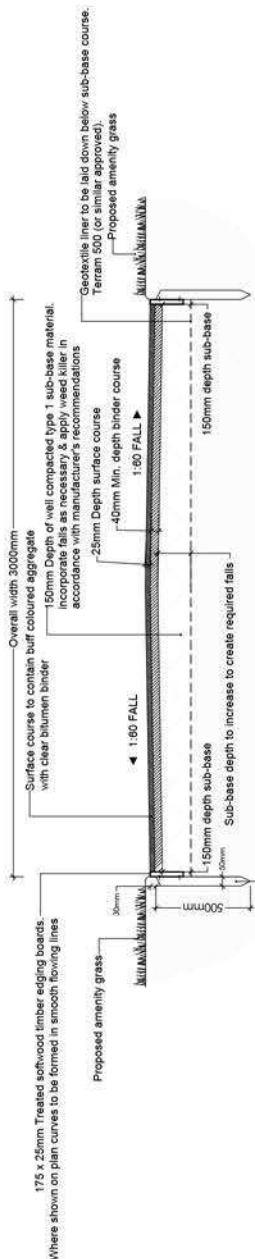
CONTRACT	1469/14	DRG NO.	07
DATE	January 2015	DRAWN	MAB
ISSUE	Planning	CHECKED	BRC
SCALE	1:500	ORIG SHEET	A2
CAD FILE	1469/14.07.dwg	REV	D

Barry Chinn Associates Limited, Hockley Road, Chesham, Bucks, UK
T +44 (0)1295 614031 F +44 (0)1295 614032 E g.p@prologis-landscape.com W www.prologis-landscape.com

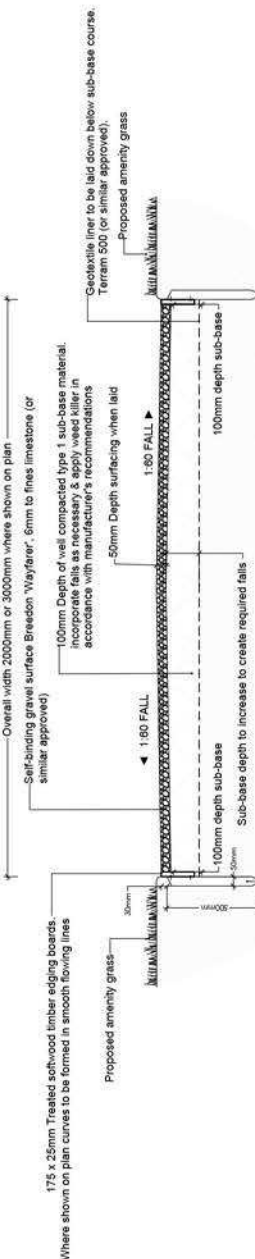




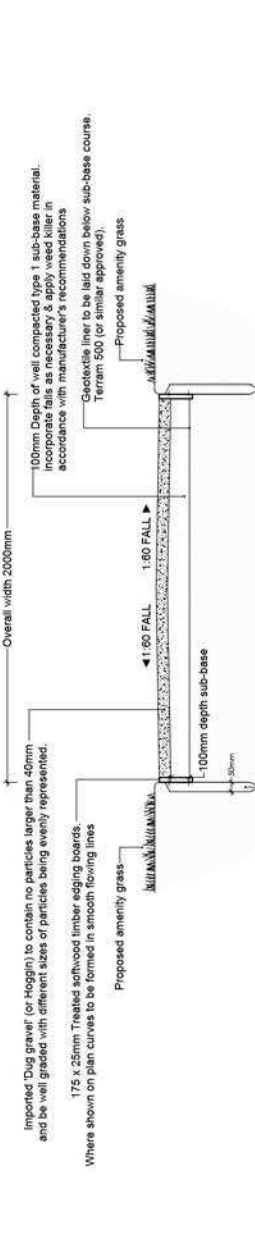
NOTES



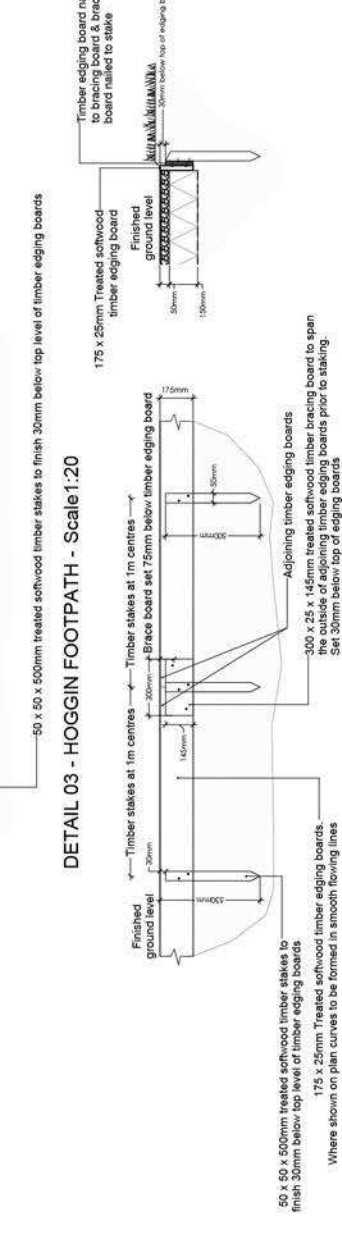
DETAIL 01 - BITUMINOUS MACADAM FOOTPATH - Scale 1:20



DETAIL 02 - SELF-BINDING GRAVEL FOOTPATH - Scale 1:20



DETAIL 03 - HOGGIN FOOTPATH - Scale 1:20

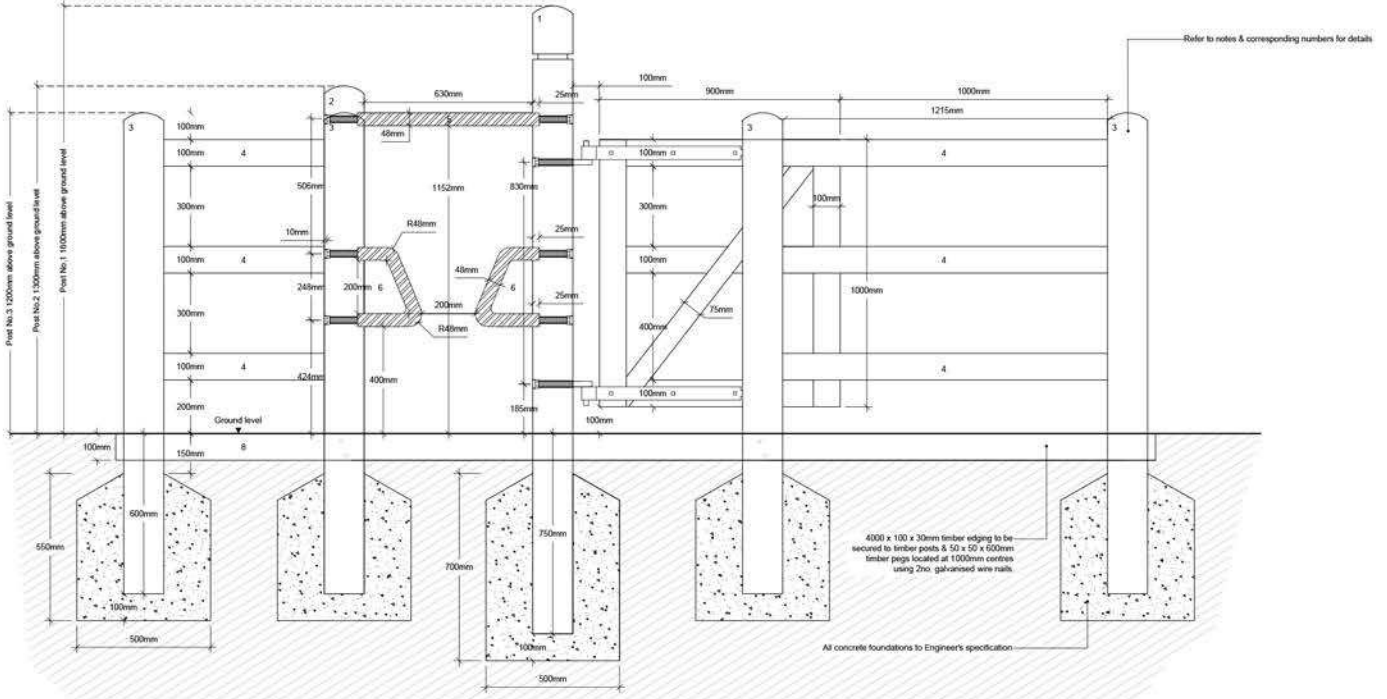


DETAIL 04 - SOFTWOOD TIMBER EDGING BOARD DETAIL (OUTSIDE FACE) - Scale 1:20

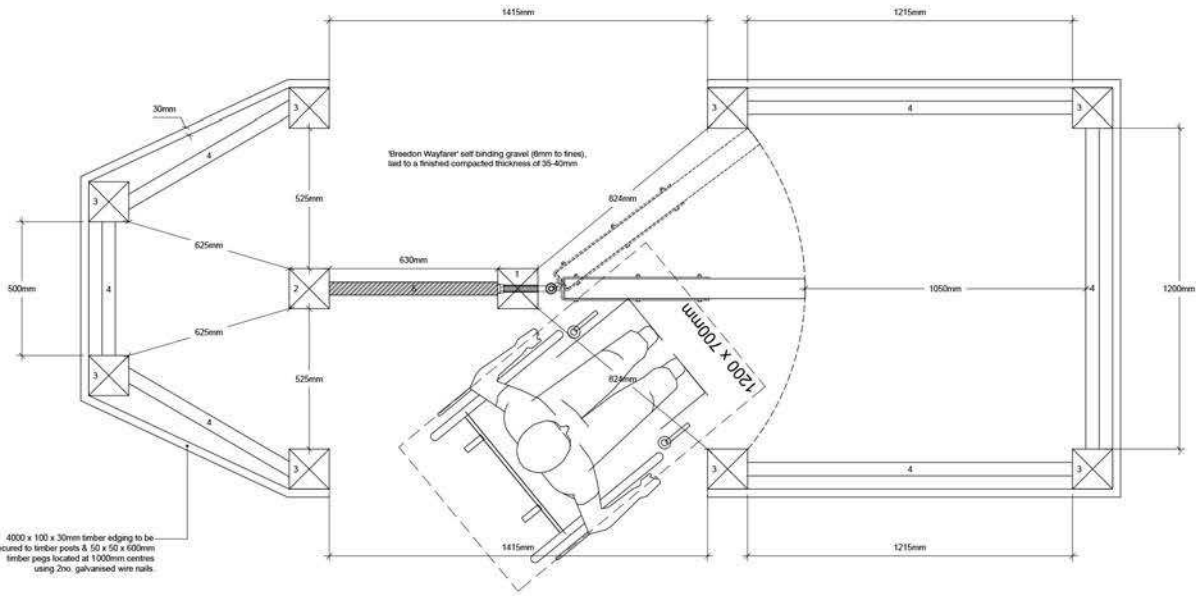
REV NOTE	DATE AUTH
PROJECT PROLOGIS PARK, WEST LONDON	
DRAWING S106 - TYPICAL FOOTPATH & CROSSING POINT DETAILS	
CONTRACT NO: 14/14	ENGINO: 75
DATE: MARCH 2014	DRAWN: BLOD
ISSUE: REVISING	CHECKED: AME
SCALE: As shown	DRG SHEET: AZ
CAD FILE: 1403-14-75.dwg	REV: -

NOTES:

1. Main timber post 2550 x 150 x 150mm tanalised timber post with R110mm weathered top, 1no. routed groove 20 x 20mm drilled to accommodate metal bar fixings, set in concrete footing
2. 1900 x 150 x 150mm tanalised timber post with R110mm weathered top, drilled to accommodate metal bar fixings, set in concrete footing
3. 1800 x 150 x 150mm tanalised timber post with R110mm weathered top, set in concrete footing
4. Timber rails 50 x 100mm with mortise and tenon joints into posts, glued & pegged
5. Mild steel 48.3mmØ, 4mm thickness circular hollow section, hot dipped & galvanised to BS 729 (1986), welded with threaded solid circular section circular bar, with fixing recessed into timber posts & concealed with timber plug
6. Mild steel 48.3mmØ, 4mm thickness circular hollow section, hot dipped & galvanised to BS 729 (1986), bent with even curves to dimensions shown. Welded with threaded solid section circular bar, with fixing recessed into timber posts & concealed with timber plug



01 DETAILED FRONT ELEVATION OF ENTRANCE ACCESS GATE
79 SCALE - 1:10



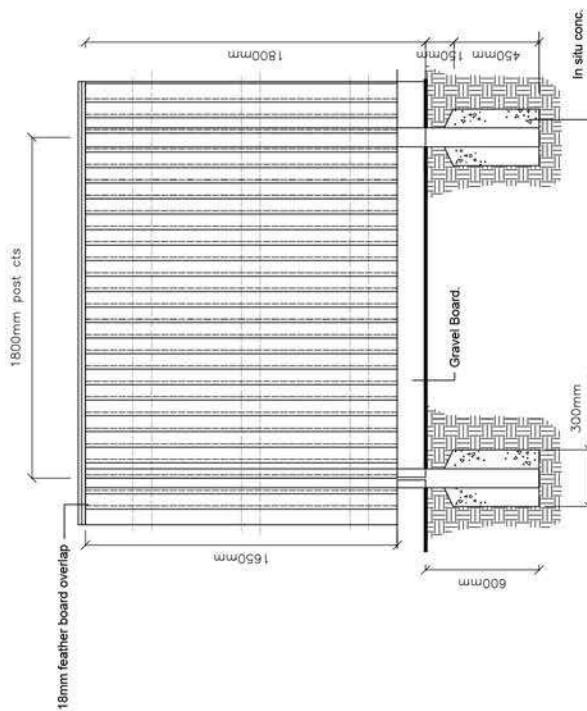
02 DETAILED PLAN OF ENTRANCE ACCESS GATE
79 SCALE - 1:10

REV NOTE		DATE AUTH	
CLIENT			
PROJECT			
PROLOGIS PARK, WEST LONDON			
DRAWING			
S106 - ENTRANCE ACCESS GATE DETAIL			
CONTRACT	1469/14	DWG NO	
DATE	March 2016	DRWNR	GLCB
ISSUE	Planning	CHECKED	MAB
SCALE	As shown	CRG.DWGHEET	A1
CAD FILE	1469/14-79.dwg	REV	
			79

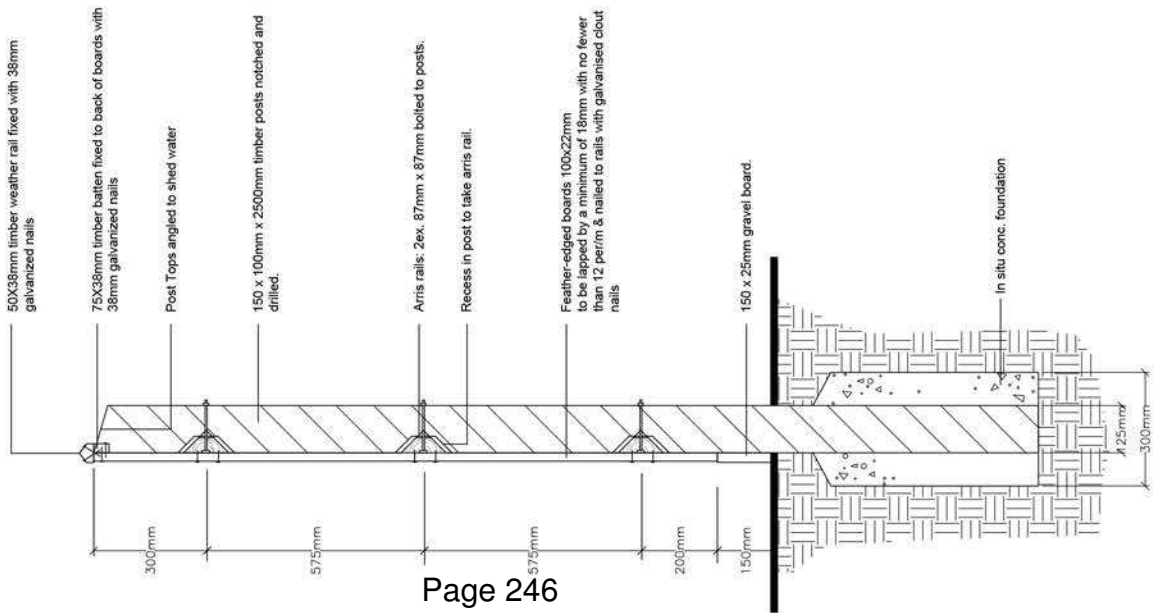
1.8m High close board fence - Elevation Scale 1:20

1. Posts 2500 x 150 x 100mm set in the ground to a depth of 700mm at 1800mm spacings.
2. Arris rails: 87mm x 87mm
3. All posts and rails to be pressure impregnated with an approved preservative in accordance with BS1722 Part 7.
4. All fixings to be galvanised in accordance with BS729.

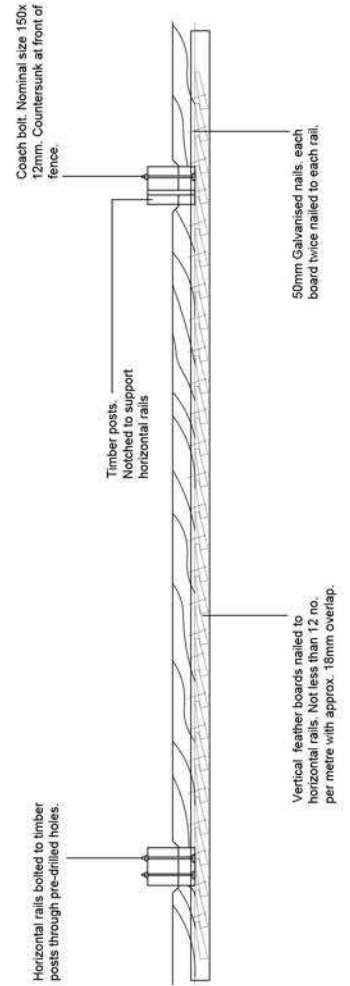
Close boarded fences in accordance with BS1722 5:2006.
Preserved soft wood: Posts to BS8417 class 4
Rails to BS8417 class 3



1.8m High close board fence - Section Scale 1:10



1.8m High close board fence - Plan Scale 1:10



REV NOTE DATE AUTH

BCA **BARRY CHINN** **associates**
Landscape Architects

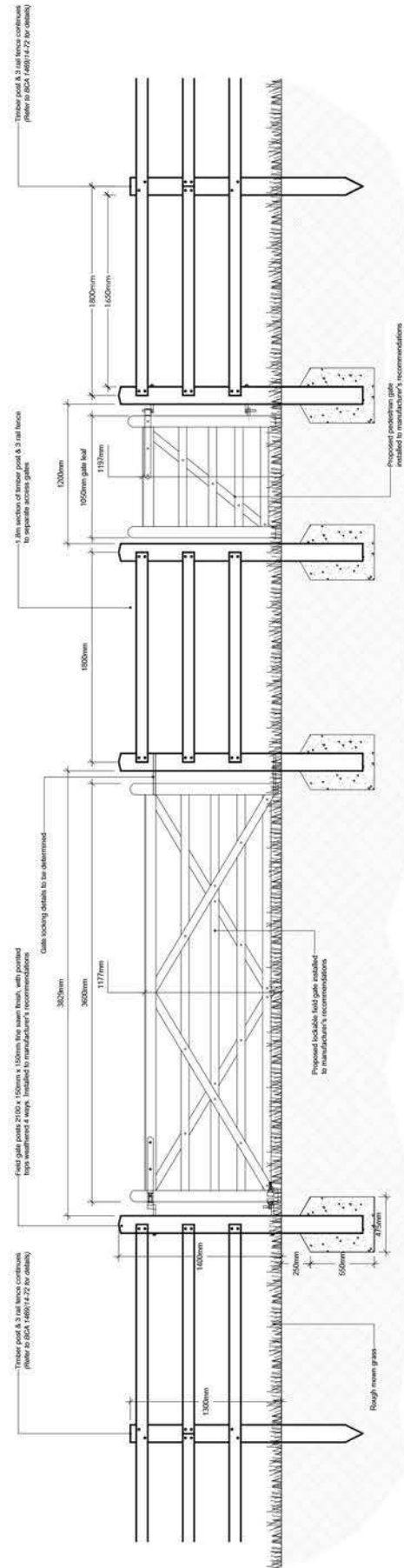
CLIENT **PROLOGIS™**

PROJECT **PROLOGIS PARK,
WEST LONDON**

DRAWING **S106 - 1.8m HIGH TIMBER
CLOSE BOARD FENCE DETAIL**

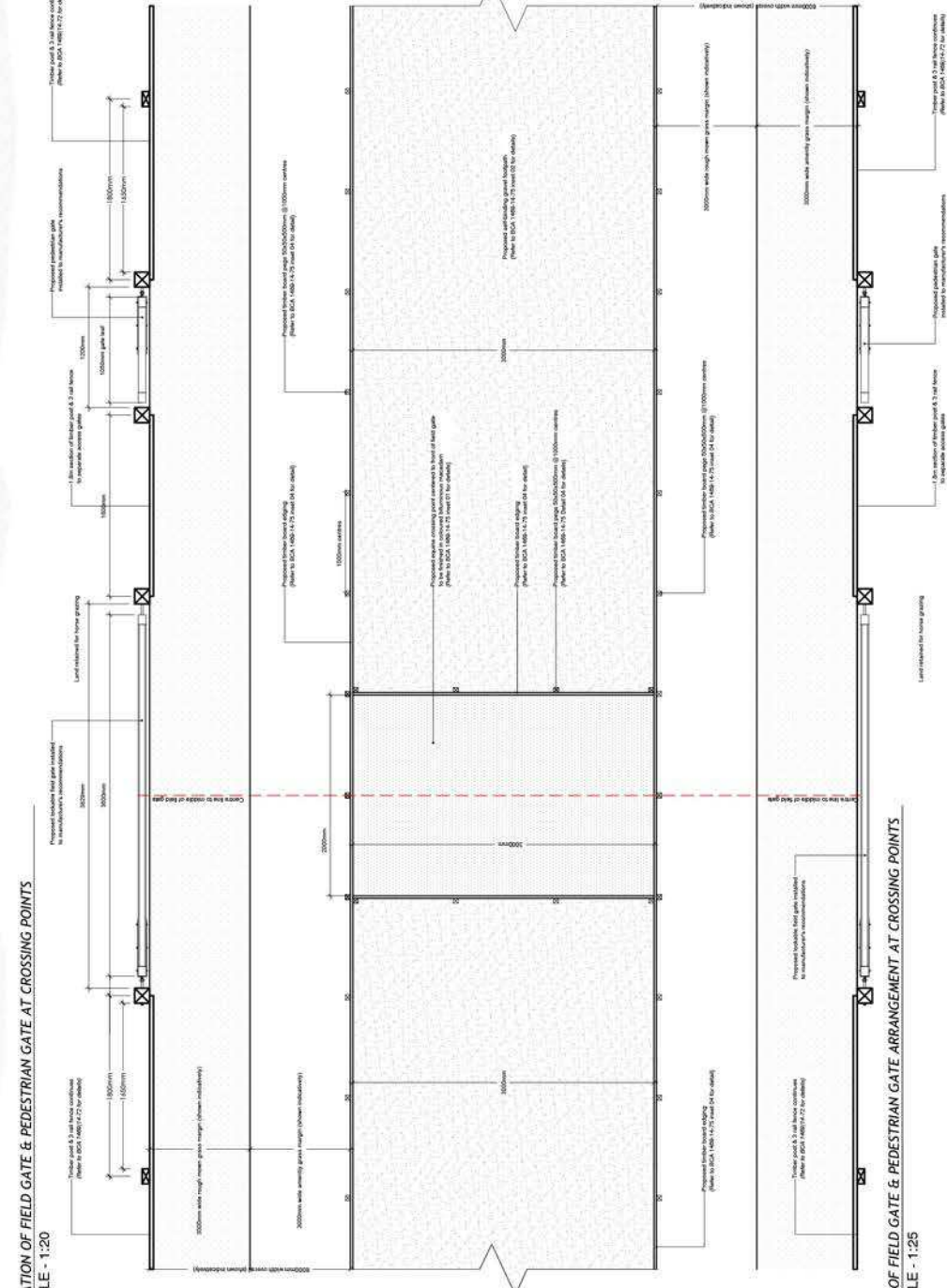
CONTRACT	1469/14	DRG. NO.	74
DATE	March 2016	DRAWN	DLCB
ISSUE	Planning	CHECKED	MAB
SCALE	As shown	DRG SHEET	A2
CAD FILE	1469/14_74.dwg	REV	-

NOTES



01 ELEVATION OF FIELD GATE & PEDESTRIAN GATE AT CROSSING POINTS
SCALE - 1:20

DATE AUTH: **BARRETT**
 DATE REV: **CHINN**
BCA **BARRETT** **CHINN**
 ARCHITECTS
 Landscape Architects
PROLOGIS
 CLIENT
 PROJECT: **PROLOGIS PARK, WEST LONDON**
 DRAWING: **S106 - EQUINE & PEDESTRIAN CROSSING POINT ELEVATION & DETAILED PLAN**
 CONTRACT: **108/14**
 DRAWN: **DLB**
 CHECKED: **MJB**
 ISSUE: **1/20**
 SCALE: **1:20**
 SHEET: **73**
 DATE: **16/04/2020**
 REV: **1**
 DTD: **16/04/2020**



02 PLAN OF FIELD GATE & PEDESTRIAN GATE ARRANGEMENT AT CROSSING POINTS
SCALE - 1:25

NOTES

Netting should be properly strained and stapled. Staples to be placed on top, 3rd, 5th & bottom wires of the netting on each post prior to the bottom 2no. rails being attached.

2.5mm dia. Galvanised barbed wire to be properly strained and stapled to the posts fixed approximately 25mm above top rail

2.5mm dia. Galvanised barbed wire stapled to rear of posts

Staples to be placed on the top wire of the netting on each post

Staples to be placed on 3rd wire down of the netting on each post

Staples to be placed on 5th wire down of the netting on each post

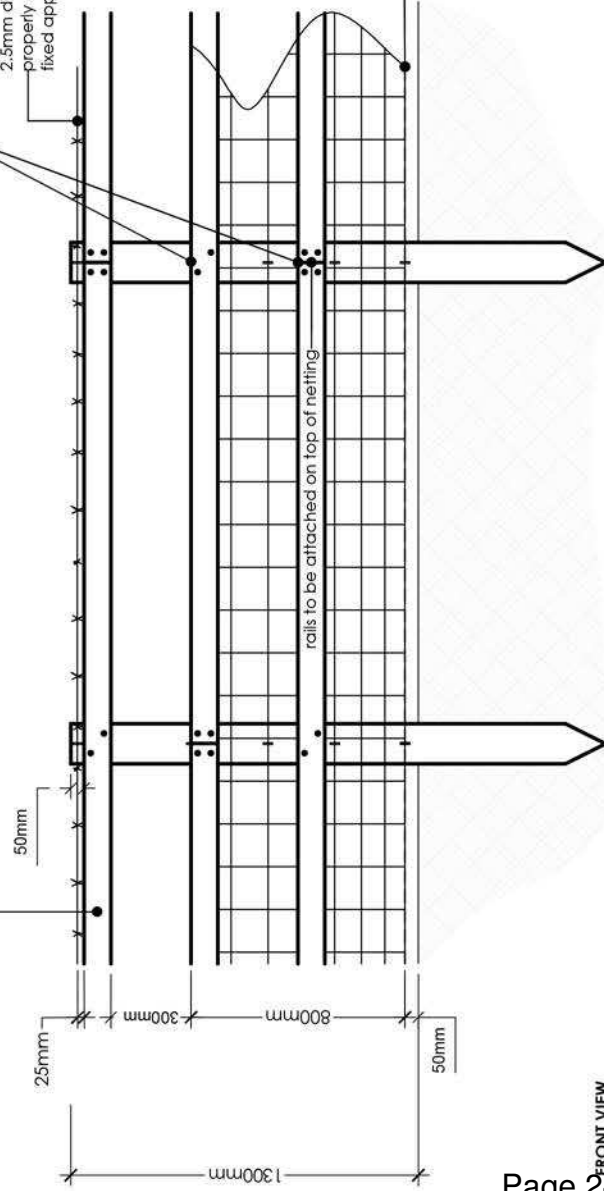
Staples to be placed on the bottom wire of the netting on each post

Bottom 2no. rails to be attached over stock proof netting

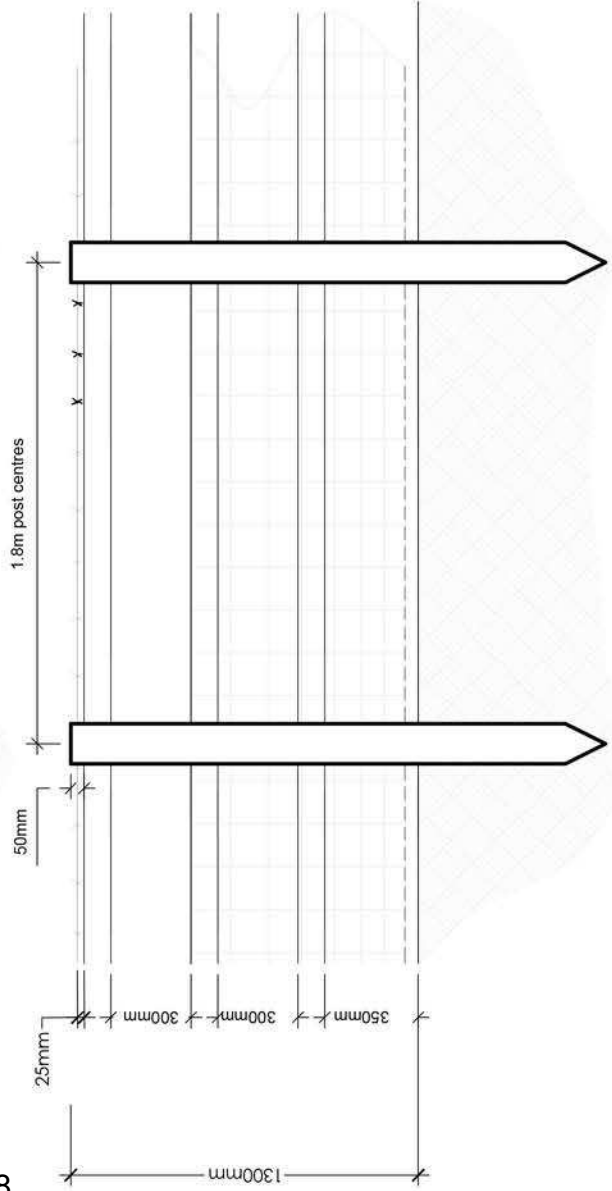
4.0mm dia. galvanised straining wire

For Typical 1.3m high timber post & 3 rail fence details refer to BCA 1469/14-71

REAR VIEW (FROM WITHIN PADDOCK)



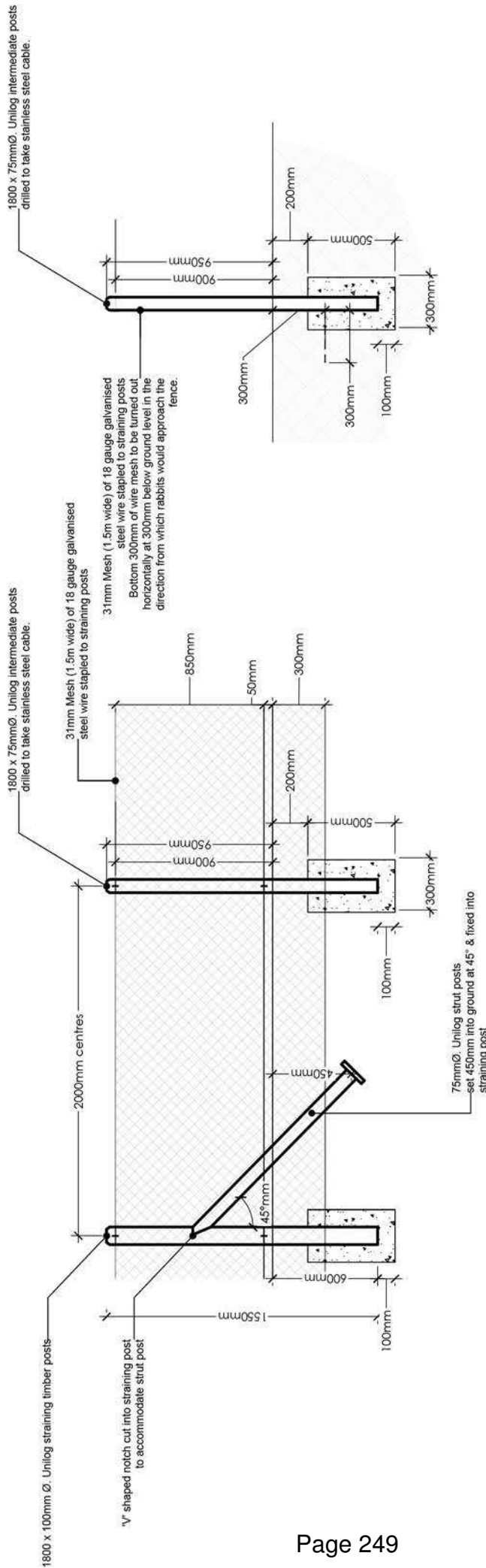
FRONT VIEW



CONTRACT	1469/14	DATE	14/03/2016	DATE	14/03/2016	DATE	14/03/2016
ISSUE	Planning	CHECKED	MNS	DATE	14/03/2016	DATE	14/03/2016
SCALE	1:20	DATE	14/03/2016	DATE	14/03/2016	DATE	14/03/2016
DWG FILE	1469-14-71.dwg	DATE	14/03/2016	DATE	14/03/2016	DATE	14/03/2016
ORIG NO	72	DATE	14/03/2016	DATE	14/03/2016	DATE	14/03/2016

- Timber post & 3 rail notes (Refer to BCA 1469/14-71 for typical detail):
1. Posts 2000 x 150 x 75mm set in the ground to a depth of 700mm at 1800mm spacings.
 2. Rails 3600 x 100 x 38mm.
 3. Rails shall be secured to posts at spacings shown on drawing with 2no. 100mm galvanised round wire nails at each intersection.
 4. All posts and rails to be pressure impregnated with an approved preservative in accordance with BS1722 Part 7.
 5. All fixings to be galvanised in accordance with BS729.
- Stock proof netting notes:
1. Barbed wire to be double strand 2.5mm diameter mild steel galvanised.
 2. Straining wires to be single strand galvanised mild steel 4.0mm dia.
 3. Wires to be secured to posts with 34 x 4mm dia. galvanised wire staples.
 4. Galvanised stock proof mesh type 1M 808/15 medium duty.
 5. All mesh wires and fixings to be galvanised in accordance with BS729.

NOTES



1. Straining timber posts 1.55m long with a top diameter of 100mm and set into post-mix concrete to an overall depth of 600mm will be provided at all ends and at straining intervals.
2. Each straining post shall be fitted with 1.3m long timber strut in the direction of the fence line. Struts should have a top diameter of 75mm and be shaped to fit into straining post 'V' notch. The base of the struts shall be set in the ground to a depth of 450mm.
3. Intermediate timber posts 1.55m long with a top diameter of 75mm and set into post-mix concrete to an overall depth of 600mm will be provided at intervals of approx. 2.0m.
4. Two 4mm galvanised steel wires shall be provided at the intervals shown on the drawing, secured to intermediate posts with 34 x 4mm dia. galvanised steel wire staples.
5. 31mm Mesh (1.5m wide) of 18 gauge galvanised steel wire shall be fixed to straining posts and intermediate posts with 34 x 4mm dia. galvanised wire staples and fastened to horizontal strained wire with galvanised wire ties or netting rings at 500mm intervals.
6. Bottom 300mm of wire mesh to be turned out horizontally at 300mm below ground level in the direction from which rabbits would approach the fence.
7. All wires, straining rackets and fixings to be galvanised in accordance with BS729.

BCA	DATE A/D/H	BARRY CHINN
BARRETT ARCHITECTS	REVISION	78
LANDSCAPE ARCHITECTS	DATE	16/04/2016
PROLOGIS	DRAWN	MAB
CLIENT	CHECKED	MAB
PROLOGIS	SCALE	1:50
PROLOGIS PARK, WEST	DATE FILE	14/04/16 10:00 AM
LONDON	REV	-
CONTRACT	CONTRACT NO	1608/14
PROJECT	ENGINEER	
PROLOGIS PARK, WEST		
LONDON		
CONTRACT		
S106 - 0.9m RABBIT PROOF		
FENCE DETAIL		

PROLOGIS
LANDSCAPE ARCHITECTS

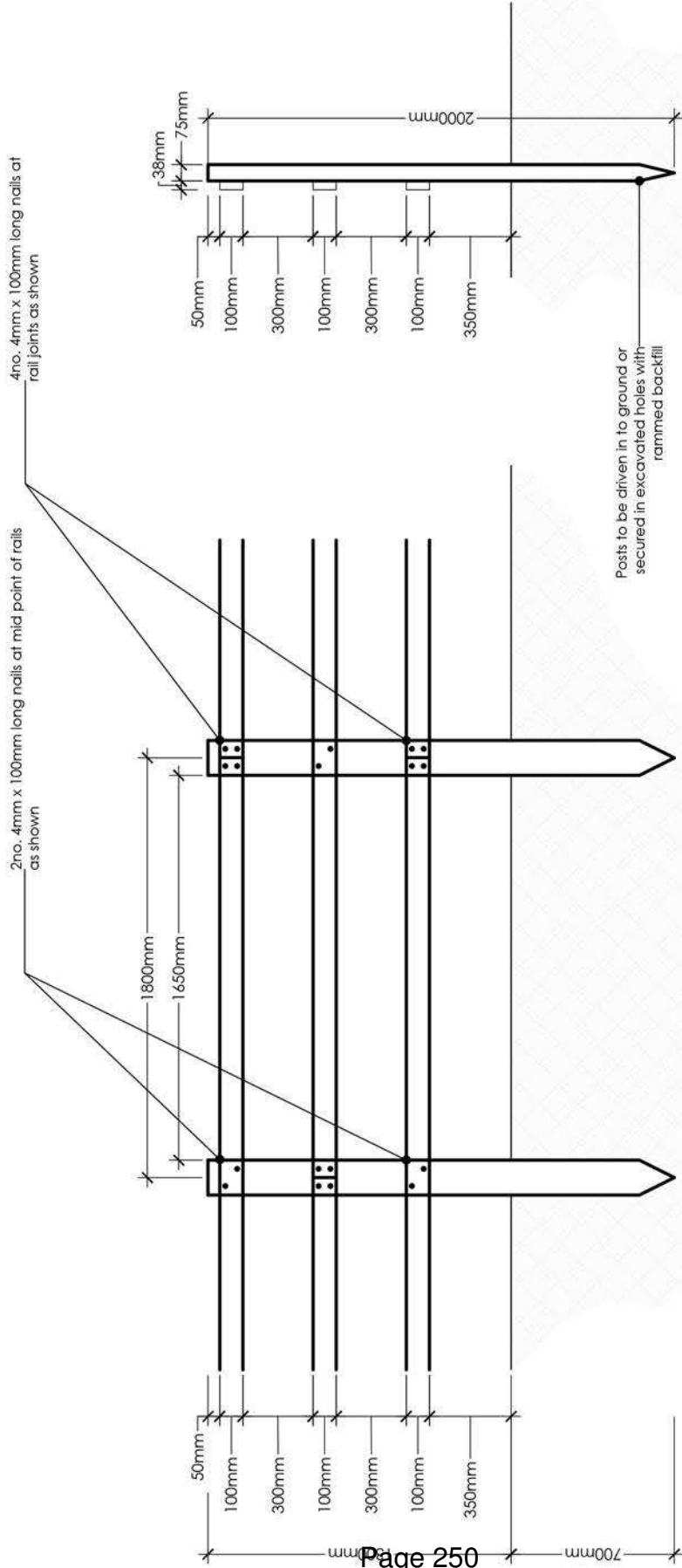
PROLOGIS PARK, WEST
LONDON

S106 - 0.9m RABBIT PROOF
FENCE DETAIL

PROLOGIS PARK, WEST
LONDON
1608/14

16/04/2016
MAB
MAB
1:50
14/04/16 10:00 AM

NOTES



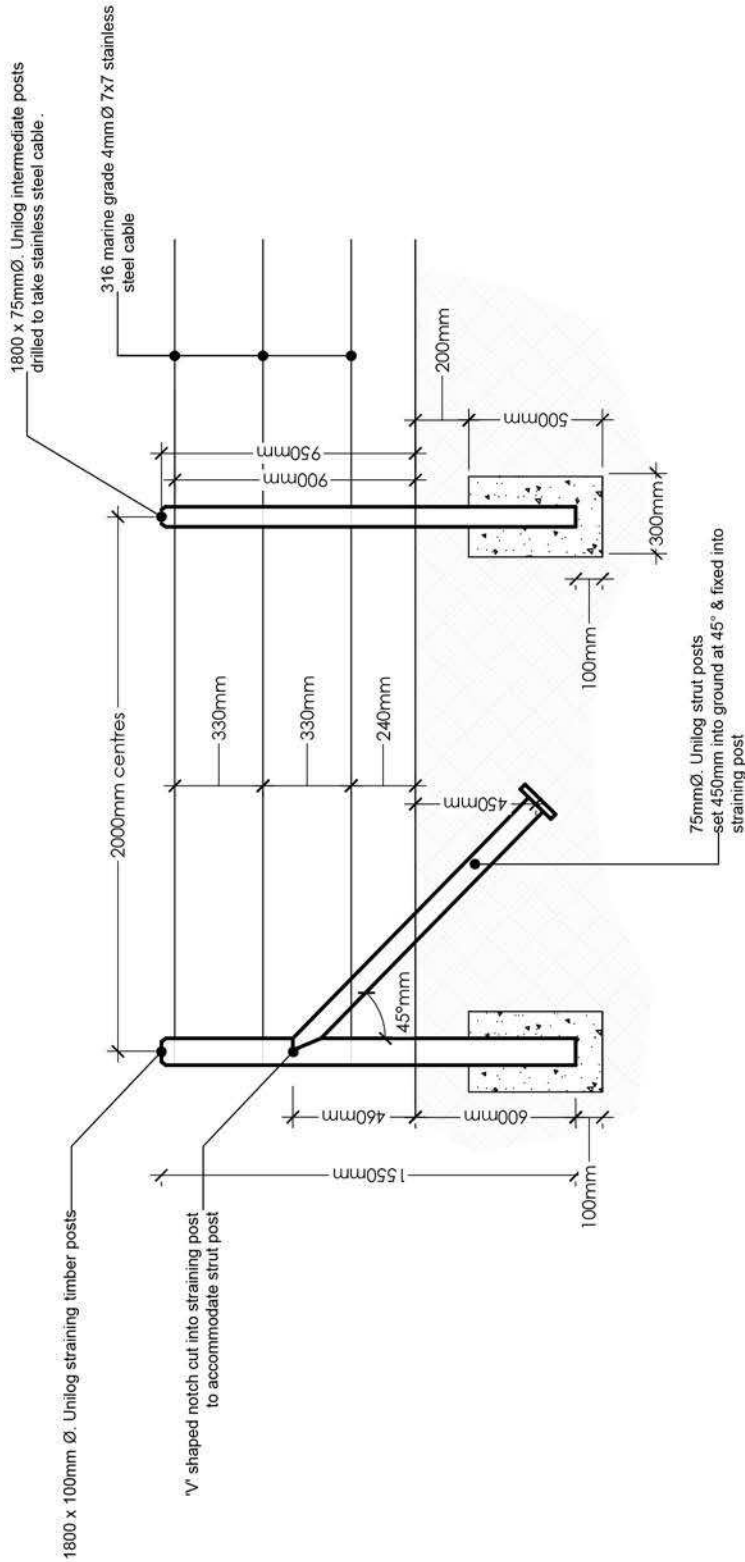
1. Posts 2000 x 150 x 75mm set in the ground to a depth of 700mm at 1800mm spacings.
2. Rails 3600 x 100 x 38mm.
3. Rails shall be secured to posts at spacings shown on drawing with 2no. 100mm galvanised round wire nails at each intersection.
4. All posts and rails to be pressure impregnated with an approved preservative in accordance with BS1722 Part 7.
5. All fixings to be galvanised in accordance with BS729.

REV/NOTE	DATE AUTH	BCA	BARRY CHINN ARCHITECTS
SOLERT		Landscape Architects	
PROJECT		PROLOGIS PARK, WEST LONDON	
DRAWING		S106 - 1.3m HIGH TIMBER POST & 3 RAIL FENCE DETAIL	
CONTRACT	168714	SPC/NO	71
DATE	March 2015	DRAWN	DLCB
ISSUE	Planning	CHECKED	MAB
SCALE	1:50	DATE/DRAWN	AJ
CAD FILE	168714.rvt.dwg	REV	-

PROLOGIS

Prologis (UK) Limited, 100 Broadgate, London EC2M 2YF, United Kingdom. Company No. 04782292. Registered Office: 100 Broadgate, London EC2M 2YF, United Kingdom. Tel: +44 (0)20 7626 2000. Fax: +44 (0)20 7626 2001. Email: info@prologis.com

NOTES



1. Straining timber posts 1.55m long with a top diameter of 100mm and set into post-mix concrete to an overall depth of 600mm will be provided at all ends and at straining intervals.
2. Each straining post shall be fitted with 1.3m long timber strut in the direction of the fence line. Struts should have a top diameter of 75mm and be shaped to fit into straining post 'V' notch. The base of the struts shall be set in the ground to a depth of 450mm.
3. Intermediate timber posts 1.55m long with a top diameter of 75mm and set into post-mix concrete to an overall depth of 600mm will be provided at intervals of approx. 2.0m.
4. Three strands of stainless steel wire shall be provided at the intervals shown on the drawing. To be fed through pre-drilled holes in posts and tensioned using recommended back mounted fixing system.

REVISION	DATE	AUTH
CLIENT: PROLOGIS 		
PROJECT: PROLOGIS PARK, WEST LONDON		
DRAWING: S106 - 0.9m HIGH TIMBER POST & 3 WIRE FENCE DETAIL		
CONTRACT	1604/14	
DATE	16/01/2016	DRAWN: DJCB
ISSUE	Final	CHECKED: MAB
SCALE	1:50	DATE PLOTTED: 16/01/2016
PROJECT FILE	1604-14-07.dwg	
DWG NO.	70	

NOTES

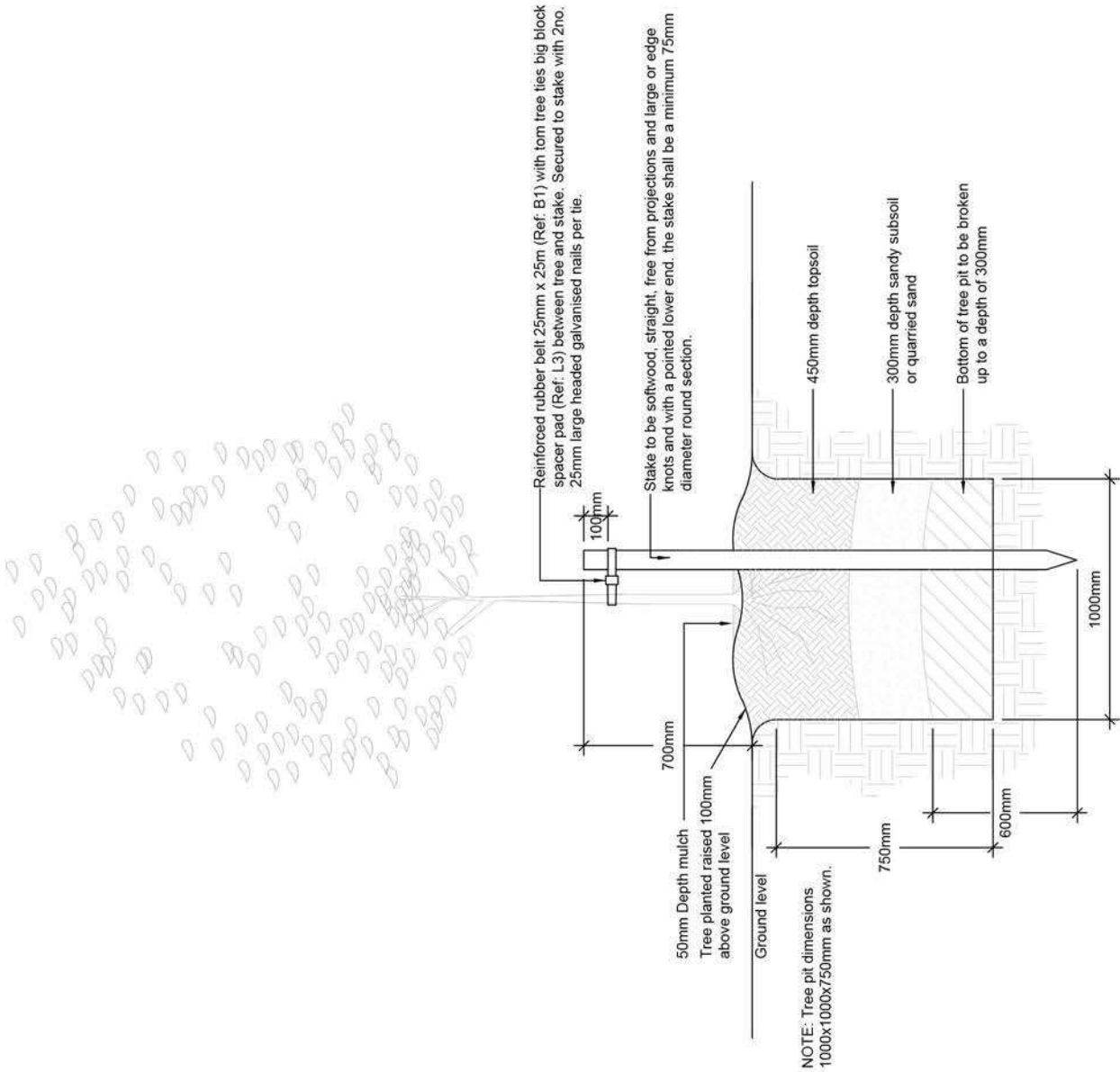
Toms big block spacer pad supplied by:

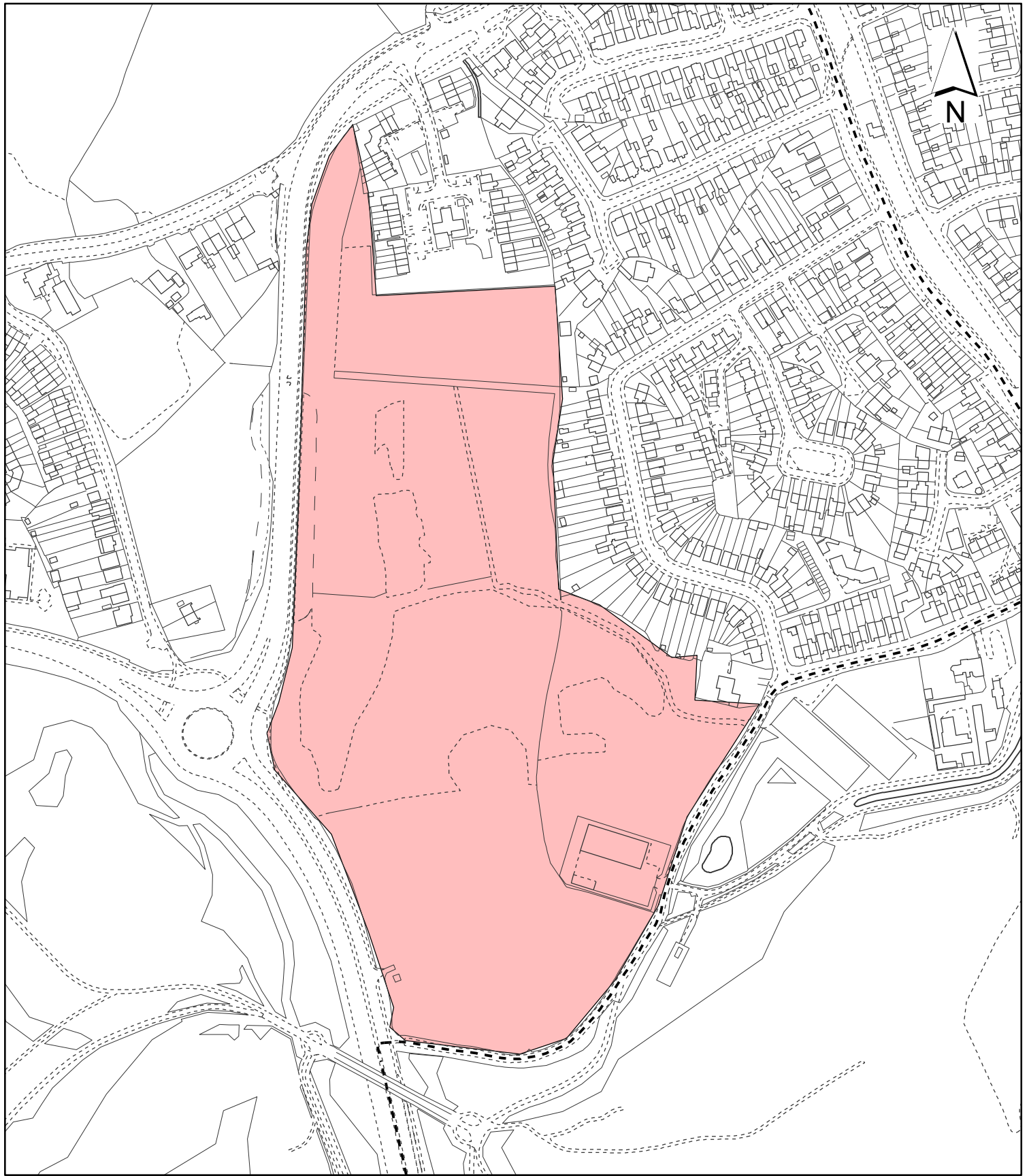
J Toms Ltd
7 Marley Farm
Headcorn Road
Smarden
Ashford
Kent
TN27 8PJ
Tel: 01233 770066
Fax: 01233 770055

Reinforced rubber belt supplied by:

Amenity Land Solutions Limited,
Units 2/3
Allscot
Telford
Shropshire
TF6 5DY
Tel: 01952 259281/3
Fax: 01952 260053

Applicable to tree sizes 12cm stem girth and less.





Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Stockley Park Phase 3
 Iron Bridge Road**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

37977/APP/2016/2263

Scale:

1:3,500

Planning Committee:

Major Page 253

Date:

December 2016



HILLINGDON
 LONDON

This page is intentionally left blank